

CITY OF ST. CHARLES COMPREHENSIVE PLAN 2002

Vision Statement:

The City of St. Charles' long-term growth and quality of life shall be guided and determined by these principles:

to preserve and enhance our rich historical heritage;

to maintain and expand the economic vitality of our city and its progressive business environment; and

to develop and promote a strong sense of community spirit.

These principles establish Saint Charles as one of America's most liveable communities.

SECTION I: INTRODUCTION

- A. Executive Summary**
- B. Purpose**
- C. Scope**
- D. History of St. Charles**
- E. St. Charles in 2002: Where We Stand**
 - 1. Current Setting**
 - 2. Government**
 - 3. Population**
 - 4. Population Projections**
 - 5. Existing Land Use**
 - 6. Transportation**

I. INTRODUCTION

A. EXECUTIVE SUMMARY

This document is a ten year (2002-2012) comprehensive plan for the future development and redevelopment of the City of St. Charles, Missouri and its immediate environs. It is a collective vision, shaped by residents who care about the future of their community. It provides elected officials, community leaders, staff of public agencies, and citizens with a guide for making informed decisions to bring about a better future. This plan is comprehensive in that it covers the entire city and its future growth areas, and it considers a broad range of issues and how they will impact the city's future. The plan begins with a vision statement that defines three principles upon which the city's future rests. It then sets out specific goals under each of those principles, and it recommends actions under each goal that are intended to bring that goal into reality. Through this structure (principles used to define goals that in turn lead to actions), the plan creates a roadmap or guide to the future of St. Charles, a future that will see the community's historical heritage enhanced and preserved, its economic vitality maintained and expanded, and its sense of community spirit strengthened and promoted.

This plan makes no attempt to address everything about the city. St. Charles is a large, diverse, multi-faceted community, with a wide array of citizens, institutions, facilities, infrastructure, and neighborhoods. The plan does not simply catalogue the elements, human and physical, that make up the City of St. Charles. Rather, it provides the reader with a narrative snapshot of the city in 2002, followed by a vision of what the city can and should look like in ten years. That vision is collective, shared by citizens, elected officials, business people, all who live and/or work in St. Charles. This plan is an expression of where people want their community to be in 2012, the kind of community they want to live in, the place they are proud to call home. The plan does not address, nor does it recommend a response for, every development decision the city will confront in the next ten years. Instead, it provides a guide, a set of principles that decision-makers may use when planning the future of the city. The plan is not rigid or inflexible; it is not set in stone. It does not limit the city's future to one narrow, tightly constricted path. It is a work in progress, a living document that is general enough to provide direction in the face of circumstances that cannot be foreseen today and, at the same time, specific enough to paint a clear picture of the city in ten years. The recommended goals and actions will, if they are not abandoned or radically altered, achieve the collective vision for the city that is the basis of this document.

It should be noted as well that raw growth (i.e., increases in the number of square miles in the city, the number of residents, the miles of new streets constructed, etc.) is only one element of this plan. Equally important to the future of St. Charles is *redevelopment* - the rejuvenation, rehabilitation, and revitalization of properties in the city that have fallen into decline, that contain land uses no longer compatible with the surrounding area, or that no longer represent the highest and best use. The physical constraints on the city's future growth dictate that it look inward as it considers its future. The city is limited by the Missouri River to the east and south and by the growth boundary agreement with the City of St. Peters to the west. To the north is the Mississippi River floodplain,

which presents a severe hindrance to future development. Thus, the city must look not only beyond its existing borders for growth, but within those borders as well. Accordingly, this plan seeks to identify ways the city can strengthen its existing assets and maximize the potential offered by properties already in the city. The annexation of new territory into the city and new development on raw, vacant land are and will remain an important part of the city's future. So, too, is the redevelopment of properties inside its borders. This plan recognizes that true growth for St. Charles will require more than increases in hard numbers, it will require a commitment to the idea that St. Charles must make the most of what it already holds within its boundary.

This plan is divided into seven (7) sections. **Section I, Introduction** (pages 1-33) includes the executive summary, the plan's purpose and scope, a brief history of the city, and various facts and data that provide a snapshot of where the city stands in 2002. **Section II, City Activity Centers** (pages 34-38) identifies fourteen (14) locations in the city that are points of highest density and most intense activity. The activity centers are the focal points of the city, the locations that generate the highest levels of traffic and activity and that are characterized by the most dense development. The activity centers form the foundation for much of the land use philosophy that is the heart of this plan. The next three (3) sections are based upon the three principles identified in the plan's vision statement. These sections are where the plan's goals, actions and recommendations for the future are defined and explained. **Section III, Historical Heritage** (pages 39-43) examines the vital role history and historical preservation play in St. Charles today and will continue to play in the future. This section seeks to preserve and enhance the city's rich historical heritage. **Section IV, Economic Vitality** (pages 44-61) sets forth a guide to maintain and expand the city's economic health and progressive business environment. This section recognizes that a strong economy and an attractive business environment are essential to achieve the quality development and redevelopment the city needs for the future. **Section V, Community Spirit** (pages 62-72) plans ways for the city to strengthen its community spirit, those things that give the city its character, identification and sense of oneness. **Section VI, Summary & Conclusions** (pages 73-78) reviews the plan and includes final goals, recommendations and conclusions. **Section VII, Maps** (pages 79-94) contains a set of maps referred to throughout the plan, grouped here for easier reference and use.

The overall picture of St. Charles' projected future is bright. The city is a vibrant, stable community blessed with abundant natural resources, moderate climate, a strategic location within the St. Louis metropolitan area, and energetic citizens who are actively involved in their community. However, as the city approaches the 200th anniversary of its incorporation in 2009, continued growth of the quality residents expect is by no means assured. Limits on the city's potential for future expansion created by the natural environment, the uncertainties inherent in the national economy, and the ever-present challenge of competition from other communities can hinder St. Charles as it seeks to maintain its status as one of America's most liveable cities. This comprehensive plan sets forth a guide for the city to overcome these hindrances and achieve the quality future its residents expect and deserve. This plan can help the city strengthen and enhance the assets it already has and begin its third century as one of the premiere cities in America.

B. PURPOSE

The purpose of this comprehensive plan is to provide citizens, staff and elected officials of the City of St. Charles with a guide for decision-making that will result in a more desirable future for the community. The plan begins with the state of the city in 2002: where we stand in such terms as population, land use, government, and transportation. The plan then identifies 14 activity centers, or locations of greatest activity and most dense development, that provide a structure for planning the city's future. Using the three principles identified in the vision statement, the plan sets out goals that the city should adopt and pursue to make that vision a reality. Specific recommended actions are identified under each goal as the means to achieve it. Thus, the plan's purpose is simple: identify principles that will shape the city's future, define goals that apply those principles to development decisions that will be made in the next ten years, and recommend actions to accomplish those goals and achieve the vision articulated in the plan's vision statement.

By defining how St. Charles can protect and enhance its historical heritage, maintain and expand its economic vitality, and develop and promote its community spirit, the plan creates both a vision and a guide for the future. The plan does not focus solely on new development. Its purpose is not simply to make St. Charles a bigger community. The plan recognizes that growth in and of itself will not benefit the city unless it is the right kind of growth, unless it is growth that includes *redevelopment* as well as new development. St. Charles is at a point in its history where it must look within as well as without to shape its future. The city must maximize its existing assets, strengthen that which is working and change that which is not. Transportation improvements, more compatible and effective uses of land, historic preservation, corridor plans, and economic vitality are equal in importance to new growth in this plan.

This plan's purpose is not merely to achieve increases in raw numbers; that is only one aspect of the growth the city seeks. True growth that results in the future envisioned by this plan will require development and redevelopment together. It will depend upon revitalization, rehabilitation and rejuvenation as well as new construction. It is the purpose of this plan to point the way to that kind of growth for St. Charles.

C. SCOPE

The geographic scope of this plan is the City of St. Charles itself, i.e., all of that property within the corporate limits of the city, as well as property in unincorporated St. Charles County that adjoins, lies in close proximity to, or is completely surrounded by the city boundary. Together, this area is identified as the St. Charles Planning Area. Map number 7 (Section VII: Maps, page 87) illustrates the St. Charles Planning Area. The boundaries of this area may be roughly described as the Missouri River to the east and south, the growth boundary agreement with the City of St. Peters to the west and the Mississippi River to the north. Property in the planning area not already in the city lies within the city's natural growth path. It is property that will be served by city utilities in the future, if it is not already, and is most likely to be absorbed into the city in the future through annexation. The city has a legitimate interest in how these areas develop, since any development there will have a direct impact on the city and its residents. Therefore, these properties have been included in the city's planning area.

The scope of this plan from the perspective of a time frame is ten (10) years, 2002-2012. At the mid-point of that period (2007), it is recommended that the city review the plan to assess its progress and determine whether revision is necessary. (See Section VI: Summary & Conclusions, Goal C, page 77.) Comprehensive plans need an update every five years to reassess development trends and incorporate new data, and to keep the document fresh and relevant.

D. HISTORY OF ST. CHARLES

Detailed histories of the City of St. Charles are available from several different sources. This section makes no attempt to present a complete retelling of that history. Rather, the emphasis here is on the factors that caused St. Charles to develop as it did. This section is intended to provide background on the events and trends that have led to the city's present state of development.

The European settlement of St. Charles began in 1769 as a trading post and hunter's base for the lucrative Missouri River Indian trade. The original settlement was ideally located on a sandy finger of upland extending between the Mississippi and Missouri Rivers. The original nickname of the settlement, *Les Petite Cotes* ("the little hills") alludes to this fact. At that time, Missouri was part of Spain's Louisiana colony. However, as was typical in colonial Louisiana, the inhabitants were mostly French. In 1784, a Spanish military post was established at the settlement and named *San Carlos de Misuri*.

The settlement pattern of St. Charles in its early years was typical of many traditional European farming villages which were composed of three units: village, common fields, and commons. The village was laid out on a grid pattern with blocks of about 300 square feet. The town was narrow and linear, laid out for nearly a mile at the foot of the Missouri River bluff line. There were two areas of common fields. Prairie Haute Common Field was located immediately behind the town, while the St. Charles Common Field was located to the northwest in the Mississippi River floodplain. The local military commandant allotted each family a long, narrow strip of land comprising a few acres. These were often referred to as "long lots." The village held title to communal land surrounding the village itself, referred to simply as "the commons." In St. Charles, the commons was an undeveloped strip of land along the bluff which villagers could use to pasture cattle and cut firewood. This pattern of colonial land subdivision has had a profound effect on the physical development of St. Charles. Land deeds and surveys today show clear evidence of the "long lots," and streets and property lines in the older part of the city follow the original village, commons and common fields boundaries to a great degree. *San Carlos* remained a village throughout the colonial period. In 1795, General Collot described *San Carlos* as "containing 100 or 125 ill-constructed houses." In 1800, *San Carlos* was said to consist of 614 inhabitants, including 39 slaves.

The largely French-Canadian population remained dependent on the fur trade throughout the colonial era. However, even then, St. Charles' future importance in westward expansion was evident. In 1792, the village was shocked by the arrival of the Pedro Vial party, Santa Fe traders who had traveled 775 miles across the Great Plains to open trade with St. Louis. In 1798, Daniel Boone was lured to Spanish Louisiana by a promise of 1,000 arpents of free land. He chose to make his home in the Missouri River valley not far above St. Charles. Boone and his sons manufactured salt, a precious commodity on the frontier, 150 miles up the Missouri River. Their improvement of an Indian trail to that point would become known as Boone's Lick Trail, the first extension of several famous roads to penetrate the western continent.

The fledgling United States purchased the Louisiana Territory in 1803. Although the Americans

anglicized the name *San Carlos* to *Saint Charles*, local customs remained largely French. The City of St. Charles was incorporated in 1809. St. Charles County was among the first to be organized in the Missouri Territory, established in 1812. The City of St. Charles has been the county seat since that time. Ownership of the Commons was officially transferred to the City of St. Charles soon after incorporation. Over the years, some of the original commons land has been sold by the city. However, this land is still technically publicly owned and privately leased for a thousand years.

St. Charles was destined to become a point of departure and rendezvous for western explorers and traders who penetrated as far as Mexico and the Pacific Ocean. The first and most famous was the Lewis and Clark Expedition, which was planned and supplied in St. Charles in March, 1804. Other famous expeditions included General Zebulon Pike (to the Rocky Mountains and Mexico in 1806), Major George Sibley (to mark the Santa Fe Trail in 1821), and Wilson Price Hunt (to the Pacific Ocean in 1822). In 1821, the St. Charles Rock Road was constructed from the St. Louis riverfront to St. Charles. That same year, the Santa Fe Trail opened, connecting with the Boone's Lick Trail. Within the next twelve months, 6,240 wagons would rumble west through St. Charles. Steamboats, which often stopped at St. Charles, began plying the Missouri River in 1819. Still, the village struggled to cope with the decline of its fur trade economy. Many of the French families would eventually move. Those who stayed would form a community that would eventually come to be known as the Frenchtown Neighborhood in St. Charles.

Largely because of the presence of St. Charles Borromeo Catholic Church, European missionaries established St. Charles as a base to Christianize and socialize the frontier. Formalized education began in St. Charles in 1818 with the arrival of Philippine Duchesne, a nun from the Academy of the Sacred Heart in Paris. In September of that same year, Sister Duchesne opened the first free school for girls west of the Mississippi River. Her work as an educator and missionary was extraordinary, and her positive influence did not end with her death in St. Charles in 1852. In 1988, Sister Rose Philippine Duchesne was canonized by the Vatican, only the fourth American at that time to achieve sainthood. In 1827, Major George and Mary Easton Sibley founded Lindenwood College in St. Charles. It continues to this day as Lindenwood University and is said to be the oldest college west of the Mississippi River, with the exception of St. Louis University.

Missouri achieved statehood in 1821, and St. Charles was chosen as the first state capital. The Missouri General Assembly met for five years on the second floor of two adjoining structures on Main Street before the capital was moved west to Jefferson City. Thus ended a lively trade for St. Charles taverns.

In 1829, an author by the name of Gottfried Duden published a best-selling book in his native Germany that changed St. Charles forever. Duden believed that the over-population and industrialization of Germany were causing great social problems there. For three years, he had lived in Missouri in nearby Warren County. His book advocated German immigration to America, and he recommended settlement on the Missouri River. During the 1830's, largely in reaction to Duden's book, a stream of German families arrived and settled in the St. Charles area as farmers and craftsmen. Many were well-educated and highly skilled. During this period, St. Peter's Catholic Church was founded; today it is a St. Charles landmark. Within a few years, over two-thirds of St.

Charles' population was German. German immigration to St. Charles swelled again in the 1850's as a result of European political unrest. By 1870, three-fourths of the population of St. Charles were either German natives or first generation German-Americans. In 1875, no less than three German language newspapers were published in the city. St. Charles' character today owes much to this German influence. As has been noted by author Ann Larimore, St. Charles was transformed into a German agricultural market and processing center as a result. Wheat and corn production grew, vineyards and orchards were common. A number of industrial enterprises were established, including mills, a tobacco factory, brewery (most notably Spring Brewery), wineries, and a bag factory.

St. Charles' growth during the mid-1800's was aided by a convergence of transportation systems. In 1851, a railroad was constructed from St. Charles to connect with other lines, and a wooden plank road was constructed from St. Charles to the western reaches of the county. A large railroad maintenance and building plant operated along the riverfront between 1856 and 1867. Construction of a railroad bridge to span the Missouri River began in 1868. It would become a vital economic link between St. Charles and St. Louis. It also would be the site of a number of memorable disasters.

With the dawn of the Victorian Era, St. Charles began its transformation from a German agricultural market and processing center to an American manufacturing city. Several companies with national distribution developed rapidly. The St. Charles Car Company, which began operation in 1874, produced railroad cars. Over the years, the American Car and Foundry Company (as it was later named) would gain an international reputation. Tobacco had for many years been an important product in St. Charles County, but in the late 1800's, it became big business. Just after the turn of the century, St. Charles boasted five tobacco factories. However, at the dawn of World War II, the St. Charles economy was still described as leaning heavily on area farming and education. During World War II, the American Car and Foundry Company was converted to production of heavy military equipment. Employment swelled in St. Charles, and emergency measures were taken for housing new workers, including trailers and barracks-like housing. In 1947, 19 manufacturing establishments in St. Charles provided over 2,200 jobs. (Source: U.S. Department of Commerce, Biennial Census of Manufacturers).

St. Charles changed dramatically after the war. Due to a number of factors - the post-war national economic boom, an increased demand for housing, the expansion of the St. Louis urban area, and construction of Lambert St. Louis Airport and the interstate highway system - St. Charles became a prime area within the region for residential development. Industrial development in northwest St. Louis County (such as Ford Motor Company and McDonnell Aircraft Corporation) made St. Charles all the more attractive as a place for commuters to live. This post-war population surge is illustrated in Table 2 on page 13, Population Trends, City of St. Charles, 1850-2000.

The population of St. Charles continued to surge throughout the 1950's and 1960's. In the 1960's, St. Charles began to realize that important assets had been neglected, such as the Missouri River and historic neighborhoods. The river no longer functioned as a highway for travel and trade. Its banks were by that time overgrown with brush and inaccessible. Downtown buildings not only turned their backs toward the water, they blocked views of the river. In the late 1960's, a federally funded urban

renewal project constructed Riverside Drive along the Missouri River. Frontier Park was eventually established between Riverside Drive and the river. The park opened the river to public access. In 1967, the State of Missouri began a project to restore and open to the public the downtown buildings which had been used as Missouri's first state capitol. The resultant First Capitol State Park sparked an enormous amount of private investment to restore many of the city's historic structures. Several neighborhoods and buildings were placed on the National Register of Historic Places. The city's historic charm has continued to be a source of community identity and pride.

E. ST. CHARLES IN 2002: WHERE WE STAND

1. CURRENT SETTING

St. Charles, Missouri is a city, according to the 2000 Census, of 60,321 residents. St. Charles is located in St. Charles County in eastern Missouri. The city lies on the west bank of the Missouri River, approximately 25 river miles above its confluence with the Mississippi River. St. Charles is often noted for its quality of life, relatively high standard of living, and excellent historical preservation efforts. Within the last several years, it has also become noted for riverboat gaming, the Page Avenue and Highway 370 bridges over the Missouri River, and the upcoming bicentennial of the Lewis and Clark Expedition in 2004. Map number 5 (Section VII: Maps, page 85) shows the current corporate boundary of the City of St. Charles.

St. Charles is located within the St. Louis Metropolitan Statistical Area, a bi-state region in Missouri and Illinois that includes six counties in Missouri (St. Louis, St. Charles, Jefferson, Lincoln, Warren and Franklin), five counties in Illinois (St. Clair, Monroe, Madison, Jersey and Clinton), and the City of St. Louis. The total St. Louis Metro Area population in 2000 was approximately 2.5 million residents. That population is divided among approximately 150 municipalities within the region, of which St. Charles is the second-largest, exceeded only by the City of St. Louis. St. Charles and the St. Louis Metro Area are centrally located within the United States and strategically located in terms of transportation. Maps number 1, 2 and 3 (Section VII: Maps, pages 81, 82 and 83) show St. Charles in its national, state and regional context.

2. GOVERNMENT

The City of St. Charles is a constitutional charter city with a mayor/city administrator/city council form of government. The City Charter became effective in April 1982. The Mayor is elected to a four year term. City Council members are elected from ten wards to three year terms. The Mayor may participate in City Council meetings, but he or she is not a member of the Council and has no vote. The Mayor has the power under the Charter to veto ordinances passed by the City Council. Mayoral vetoes may be overridden by the Council with a two-thirds vote. The chief administrative officer of the City is the City Administrator, and day-to-day affairs of the city are under his or her management. The City Administrator is appointed by the Mayor with the approval of a majority of the City Council. The City Charter provides that the powers of initiative, referendum and recall shall reside with the residents of the city.

City government is divided into various departments as defined by the City Charter and/or the City Administrative Code. Each Department is headed by a director appointed by the City Administrator. Responsibilities of the department directors and divisions within each department are fixed by the Charter or by ordinance. The city's full-time work force in 2002 totaled approximately 385 people.

3. POPULATION

St. Charles' growth and development owe much to the city's location within the St. Louis Metro Area. Regional population analysis is therefore important. Table 1 (page 12) shows population trends for the total region and its counties between 1950 and 2000. The St. Louis Metro Area population grew by 159,508 persons between 1990 and 2000, an increase of 6.5%. During the period of 1950-2000, however, population change has varied greatly from decade to decade. During the decade of the 1950's, population grew by about 19.6%. But during the 1970's, the region lost about 2.2% of its population due to out-migration. Within the region, population change in the metro counties and the City of St. Louis has also varied widely. The older and much more densely populated City of St. Louis has steadily lost population since the Great Depression. Older suburban counties seem to have peaked in population. St. Clair and Madison counties in Illinois have actually declined in population since 1970. Developing fringe areas include St. Charles, Jefferson and Franklin counties in Missouri. Between 1960 and 2000, these three counties collectively had a population increase of 411,876 persons, while the total St. Louis Metro Area increased by 442,379 persons. This occurred because much of the remainder of the metropolitan area during the same period collectively showed a significant population loss. The City of St. Louis itself lost 401,837 residents (a 535% decline) between 1960 and 2000. This is in addition to losses it sustained between 1930 and 1960.

St. Charles City and County have been the primary growth areas within the metropolitan area since before 1960. Table 2 (page 13) illustrates population growth in the City of St. Charles from 1850 to 2000. Population figures for St. Charles City and County for the period of 1960 to 2000 are presented in Table 3 (page 13). Between 1960 and 2000, the City of St. Charles grew by approximately 184% in terms of population. Yet, it still did not grow as fast as St. Charles County, which had an increase of 435%. In 1960, the City of St. Charles made up 40% of the total county population. By 2000, this had slipped to 16%.

According to the U.S. Census Bureau, the population of the City of St. Charles in 2000 was 60,321. Table 4 (page 14) presents a breakdown of the city's 2000 population by ward, including a comparison with figures from a special census conducted in 1994, and the change per ward. Table 5 (page 15) presents a breakdown of the city's population in 2000 by gender and age. According to the 2000 Census, the median age of the residents of St. Charles is 35.4 years. The city has a total of 24,210 households, with household being defined as all the people who occupy one housing unit. The average household size in St. Charles is 2.38 persons, and the average family size is 2.98 persons. The total number of housing units in the city is 25,283. Housing unit is defined as a house, apartment, mobile home, group of rooms, or a single room that is occupied as separate living quarters. Of the total housing units, 24,210 (95.8%) are occupied, and 1,073 (4.2%) are vacant. Of the total occupied housing units, 15,640 (64.6%) are owner-occupied, and 8,570 (35.4%) are renter-occupied.

**Table 1: Population Trends,
St. Louis City and Metro Area Counties, 1950-2000***

	1950	1960	1970	1980	1990	2000
St. Louis City, MO	856,796	750,026	622,236	453,085	396,685	348,189
Developed Counties						
St. Louis Co., MO	406,349	703,532	951,671	973,896	993,529	1,016,315
St. Clair Co., IL	205,995	262,509	285,591	267,531	262,852	256,082
Madison Co., IL	182,307	224,689	250,911	247,661	249,238	258,941
Subtotal	794,651	1,190,730	1,488,173	1,489,088	1,505,619	1,531,338
Growth Counties						
St. Charles Co., MO	29,834	52,970	92,954	144,107	212,907	283,883
Jefferson Co., MO	38,007	66,377	105,248	146,183	171,380	198,099
Franklin Co., MO	36,046	44,566	55,127	71,233	80,603	93,827
Subtotal	103,887	163,913	253,329	361,523	464,890	575,789
Fringe Counties						
Lincoln Co, MO						38,944
Clinton Co, IL	22,594	24,029	28,315	32,617	33,944	35,535
Monroe Co, IL	13,282	15,507	18,831	20,117	22,422	27,619
Warren Co, MO						24,525
Jersey Co., IL	15,264	17,023	18,492	20,538	20,539	21,668
Subtotal	51,140	56,559	65,638	73,272	76,905	148,291
TOTAL	1,806,474	2,161,228	2,429,376	2,376,968	2,444,099	2,603,607

*Corresponds to St. Louis Metropolitan Statistical Area as defined by the U.S. Bureau of the Census in 2000. Sources: U.S. Department of Commerce. Bureau of the Census. Census of Population.

Table 2: Population Trends, City of St. Charles, 1850-2000

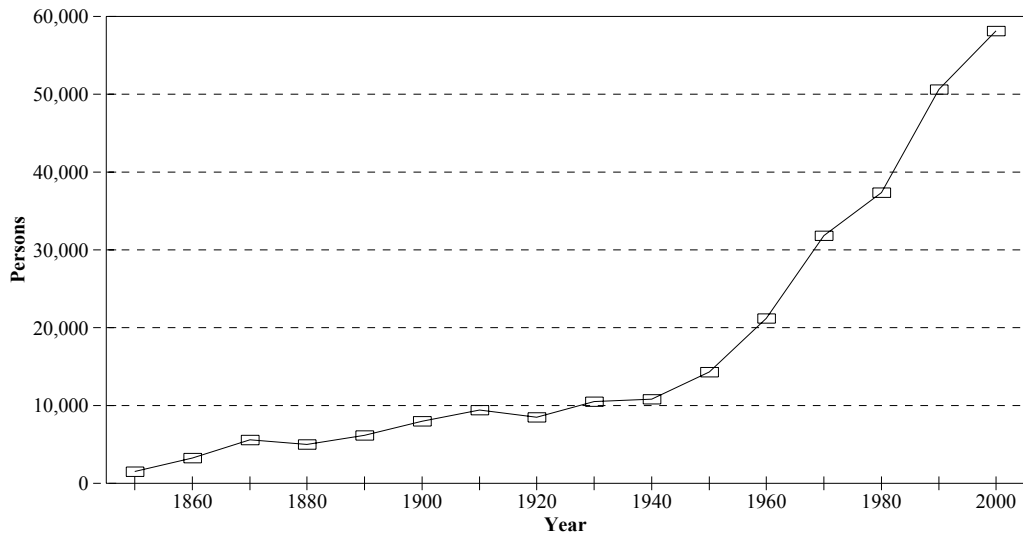


Table 3: Population Trends, 1960-2000

Year	St. Charles City	% Change	St. Charles County	% Change	St. Louis Metro	% Change
1960	21,189	-	52,970	-	2,161,228	-
1970	31,834	50.2%	92,954	75.5%	2,429,376	12.4%
1980	37,379	17.4%	144,107	55.0%	2,376,968	-2.2%
1990	50,634	35.5%	212,907	47.7%	2,444,099	2.8%
2000	60,321	16.0%	283,883	33.0%	2,603,607	6.5%

Source: U.S. Department of Commerce. Bureau of the Census. Census of Population, 1960-1990.

Table 4: Population of the City of St. Charles by Ward			
<i>WARD #</i>	<i>1994 CENSUS</i>	<i>2000 CENSUS</i>	<i>CHANGE (%)</i>
1	5543	5416	-127 (2.3%)
2	5486	5316	-170 (3.1%)
3	5233	8192	+2959 (56.5%)
4	5200	7005	+1805 (37.4%)
5	3583	6893	+3310 (92.4%)
6	5310	5492	+182 (3.4%)
7	5315	5125	-190 (3.6%)
8	5223	4860	-363 (6.9%)
9	5558	5971	+413 (7.4%)
10	5550	6051	+501 (9.0%)
<i>TOTAL</i>	<i>52001</i>	<i>60321</i>	<i>+8320 (16%)</i>

Sources: U.S. Department of Commerce, Bureau of the Census and St. Charles Department of Community Development.

For ward boundaries, please see Section VII: Maps, map number 6, page 86.

**Table 5: Population of the City of St. Charles by Gender and Age
2000 Census**

<i>GENDER:</i>	<i>TOTAL:</i>	<i>PERCENT OF TOTAL:</i>
Male	29,592	49.1%
Female	30,729	50.9%
<i>AGE:</i>	<i>TOTAL:</i>	<i>PERCENT OF TOTAL:</i>
Under 5 years	3,765	6.2%
5 to 9 years	3,810	6.3%
10 to 14 years	4,050	6.7%
15 to 19 years	4,560	7.6%
20 to 24 years	5,134	8.5%
25 to 34 years	8,482	14.1%
35 to 44 years	9,917	16.4%
45 to 54 years	8,024	13.3%
55 to 59 years	2,954	4.9%
60 to 64 years	2,270	3.8%
65 to 74 years	3,855	6.4%
75 to 84 years	2,602	4.3%
85 years and over	898	1.5%

Source: U.S. Department of Commerce, Bureau of the Census, 2000 Census.

4. POPULATION PROJECTIONS

According to the East-West Gateway Coordinating Council in St. Louis, the population of the City of St. Charles will decline slightly in the period from 2000 to 2015. The East-West Gateway analysis divides the Greater St. Charles area into 44 tracts, as illustrated on map number 11 (Section VII: Maps, page 91). Some of the tracts are entirely within the City of St. Charles, while others are partially in the city. At least some portion of each tract is in the city. Thirty-two (32) of the tracts are projected to decrease in population by 2025, ten (10) are expected to increase in population, and two (2) are projected to remain the same. Those tracts projected to experience population growth are grouped in the following general areas:

- the southwest part of the city between Friedens Road and Pralle Lane;
- the area west of Muegge Road and north of Highway 94;
- the Cave Springs area, south of Interstate 70;
- the large island of predominantly unincorporated land surrounded by the city containing St. Charles Hills subdivision, St. Andrews Golf Course and the Sandfort farm;
- Historic St. Charles north of Interstate 70, between Fifth Street and the Missouri River (although it should be noted that the three tracts in this area are projected to increase by a total of only 184 residents); and
- the area on the north side of Highway 370, east and west of Highway 94.

Due to a variety of factors, including the availability of vacant land, the existence of water and sewer lines, and road improvements either planned or underway, these are the areas that can reasonably be expected to experience growth in population. All other areas of the city are projected to experience declines in population ranging from as little as eight (tract no.105514) to as many as 568 (tract no.109978). As the stock of vacant land within the city's older neighborhoods is depleted, the housing supply will become static unless density is allowed to increase through zoning changes. A static housing supply coupled with a decline in household size will mean a drop in population in these areas. When East-West Gateway's estimated population gains are balanced against population losses, the city is projected to experience a net population loss of 2,488 by 2025.

A moderate decline in population in certain areas is not, in and of itself, a cause for panic or an extreme reaction. St. Charles is an older city, with limited room to grow beyond its present borders. Many of its neighborhoods are static and filled, with little opportunity for new development. The city can and will continue to grow in those areas that still contain the ingredients necessary for growth, but much of the city will not grow in terms of the number of residents beyond what exists today. This comprehensive plan recognizes that the growth in population that St. Charles has experienced in recent decades will level off and stabilize in the next few years. In response to that challenge, this plan calls on the city to give *redevelopment, rejuvenation and reinvestment* the same priority it gives to new development. The city must look within as well as without to shape its future. It must seek ways to rejuvenate its older neighborhoods while extending streets and sewers into new areas. It must act to prevent any onset of decline and decay within its neighborhoods while it looks to build new ones. Together, new development and redevelopment hold the key to

a prosperous future for the city. This comprehensive plan is built upon that premise, and it attempts to show the way to achieve it.

Table 6 contains a breakdown of population projections by East-West Gateway. It should be utilized in conjunction with the aforementioned map number 11 in Section VII: Maps, page 91.

**Table 6: Population Projections for the Greater St. Charles Area
2000-2025**

<i>Tract ID</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>	<i>2015</i>	<i>2020</i>	<i>2025</i>	<i>Cumulative Change from 2000</i>
105514	7580	7897	8046	7885	7727	7572	-8
105533	2205	2315	2528	2515	2502	2627	+422
105551	5477	5413	5278	5146	5043	4942	-535
105571	3653	3543	3437	3351	3267	3185	-468
105591	1831	1785	2480	2418	2370	2323	+492
105653	220	215	210	205	201	197	-23
105674	2026	2223	2278	2210	2155	2101	+75
105692	1115	1482	1423	1366	1325	1285	+170
105710	3286	3666	3611	3557	3504	3451	+165
105731	633	630	627	624	621	618	-15
105749	5314	5533	5632	5463	5326	5193	-121
105767	3150	3071	2994	2919	2861	2804	-346
105786	3628	3574	3520	3485	3450	3416	-212
105805	1367	1333	1416	1381	1353	1326	-41
105826	1829	2992	2932	2873	2830	2788	+959
105843	2031	2011	1991	1971	1951	1931	-100

**Table 6: Population Projections for the Greater St. Charles Area
2000-2025**

<i>Tract ID</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>	<i>2015</i>	<i>2020</i>	<i>2025</i>	<i>Cumulative Change from 2000</i>
109790	509	499	489	482	475	468	-41
109810	5691	5634	5578	5522	5467	5440	-251
109827	406	402	400	398	396	394	-12
109846	894	983	1032	1084	1079	1074	+180
109866	496	486	479	472	465	458	-38
109883	166	165	164	172	171	170	+4
109903	1076	1054	1033	1134	1111	1094	+18
109921	2338	2315	2292	2269	2246	2224	-114
109939	1101	1084	1073	1062	1051	1040	-61
109959	2487	2388	2292	2200	2125	2040	-447
109978	4764	4621	4505	4392	4282	4196	-568
109999	1692	1658	1625	1593	1569	1545	-147
110021	2522	2446	2385	2325	2267	2222	-300
110041	4096	4035	3974	3914	3855	3797	-299
110060	2757	2674	2594	2543	2479	2417	-340
110077	1013	993	978	963	949	935	-78
110096	2646	2593	2554	2516	2478	2441	-205
110116	415	398	382	367	352	338	-77
110133	50	50	50	50	50	50	n/c
110149	753	749	745	741	737	733	-20
110167	530	525	520	515	510	505	-25
110184	1028	1007	992	977	962	948	-80

**Table 6: Population Projections for the Greater St. Charles Area
2000-2025**

<i>Tract ID</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>	<i>2015</i>	<i>2020</i>	<i>2025</i>	<i>Cumulative Change from 2000</i>
110204	1796	1900	1926	1868	1821	1775	-21
110223	1361	1412	1545	1565	1534	1503	+142
110244	2182	2152	2355	2261	2171	2106	-76
113889	1052	1041	1031	1021	1016	1011	-41
113910	0	0	0	0	0	0	n/c
113944	22	21	20	19	18	17	-5

Source: East-West Gateway Coordinating Council, St. Louis

5. EXISTING LAND USE

In 1999, the Department of Community Development conducted a comprehensive land use inventory for the St. Charles Planning Area. This survey was made using on-site inspections of property throughout the city, coupled with data from the St. Charles County Assessor, geographic information system (GIS) software, and aerial photos. The purpose of the survey was to produce an accurate inventory of how land in St. Charles and its planning area is being used. The data from this inventory is presented in Table 7 (page 21).

In the City of St. Charles itself, exclusive of the unincorporated portion of the planning area, 9,887 acres (80%) are developed and 2,557 acres (20%) are undeveloped. Of the developed acreage, 4,876 acres (49.3%) are residential, 955 acres (9.7%) are commercial, 628 acres (6.4%) are used for industry and utilities, 521 acres (5.3%) are used for parks and open space, 854 acres (8.6%) are utilized for institutional purposes, and 2,052 acres (20.7%) are used for streets and highways. The city's overall land use pattern is typical of many older American cities. The downtown core is a hub consisting of a dense mixture of commercial and residential land uses. A large area of lower density housing fans out concentrically from this core. Strip commercial swaths occupy areas along arterial spokes such as Interstate 70 and Highway 94. Farmland and forest are beyond the fringes of the urban area.

Following are brief descriptions of the land use categories and where in the city they predominate.

Residential

This category includes single-family residential (single-family homes, mobile homes and manufactured homes); two-family residential (duplexes); and multi-family residential (all structures containing three or more dwelling units). Both north and south of I-70, large residential subdivisions comprise most of the city. These subdivisions often have curvilinear streets and cul-de-sacs and are self-contained. A number of city subdivisions lack through streets. In older areas of the city, other land uses are mixed with single-family neighborhoods. Duplexes and multi-family buildings are interspersed with single-family homes and public, institutional, office and commercial uses are often within walking distance of residences. Single-family residential and commercial uses are mixed on North Second Street in the Frenchtown neighborhood. The same is true for North Third Street between Tecumseh and the Highway 370 Missouri River bridge. Full conversion of these areas from single-family residential to commercial has not occurred due to insufficient demand for commercial uses. In the remainder of the city, single-family residences are generally well-separated from other land uses. One exception is along Boone's Lick Road between First Capitol and Fifth Street. There, single-family homes and apartments have gradually been converted to commercial and office uses.

Table 7: Land Use Acreage, St. Charles Planning Area, 1999

	St. Charles City	Unincorporated	Total
Developed Acres	9,887	4,969	14,856
Residential	4,876	2,236	7,122
Low Density Residential (Less than 6 dwelling units per acre)	3,901	2,082	5,983
Medium Density Residential (6-9 dwelling units per acre)	542	106	648
High Density Residential 9+ dwelling units per acre)	433	58	491
Commercial	955	248	1,200
Retail & Wholesale Trade	868	230	1,098
Office	88	14	102
Industrial & Utilities	628	277	905
Manufacturing	533	N/A	N/A
Trans., Commun., & Utilities	95	N/A	N/A
Parks & Dedicated Open Space	521	834	1,355
Institutional and Community	854	52	906
Streets & Highways	2,052	1,316	3,368
Undeveloped Acres	2,557	9,717	12,274
Vacant & Agricultural Land	2,189	9,054	11,243
Water Bodies	368	663	1,031
TOTAL ACRES	12,444	14,686	27,130

Sources: St. Charles Department of Community Development, 1999 Land Use Survey; St. Charles County Assessor's Office, April 1999; aerial photographs from 1998.

There are slightly over 2,000 mobile homes located within the city, comprising about 9% of the housing stock. Mobile homes can be found on individual lots, but most are located in mobile home parks. Mobile home parks in essence allow single-family homes at high densities. This can lead to land use conflicts where high density mobile home parks adjoin lower density single-family neighborhoods. Large mobile home parks are located at the I-70/Zumbuhl Road interchange, at Old Highway 94 and Pralle Lane, and near Mueller and Elm Point Roads.

Duplexes comprise less than 2% of the total land area in the city. Many duplex residences are scattered throughout the city's older single-family neighborhoods. French-style houses, common in the historic neighborhoods of St. Charles, have two front doors and often appear to be duplexes, although they were built as single-family homes. Some of these structures have been converted to actual duplexes.

Multi-family residential includes all structures with three or more dwelling units. Many multi-family units are located in large apartment complexes, such as Time Center, Remington, and Sun Valley Lake. Many large apartment complexes built in the 1980's were (and still are) marketed to young professionals. Some single-family homes in older portions of St. Charles have also been converted to multi-family use.

Commercial

Offices comprise less than 2% of the city's developed area. There is a noticeable shortage of quality office space within the city. Office uses are located along the I-70 and Highway 94 corridors and scattered throughout the downtown area. Several new office buildings have been constructed in recent years, including the Wall Street office building and the office complex at Executive Drive.

Retail and wholesale trade totals approximately 8% of the city's developed area. This percentage is slightly above the 4-5% experienced in many American cities. The reason can probably be attributed to the fact that St. Charles is a regional commercial center with ample interstate frontage. Commercial uses are concentrated in six areas of the city:

- I-70 Corridor
Most heavily traveled route in St. Charles County. Average Daily Traffic (ADT) count in 2000 was 168,430 at Highway 94.
- Highway 94 South
Heavily traveled major arterial route. ADT count in 2000 was 56,605 south of Interstate 70.
- First Capitol Drive
Predominantly strip commercial with shallow lot depth. Some businesses have their own parking with direct access to First Capitol, while others are in small shopping centers with shared parking. Building setbacks from the right-of-way are generally shallower than highway commercial. ADT count in 2000 was 28,229 between West Clay and Kingshighway.

- Fifth Street

A mixture of strip commercial and retail centers as well as office uses between Interstate 70 and Clark Street. ADT count in 2000 was 30,801 north of Interstate 70.

- Historic Downtown

Main Street is a specialty retail area within an historic setting. Buildings are on a much smaller scale than in automobile-related areas. Vehicle volume is low, yet there is a great deal of pedestrian traffic.

- North Second Street

Commercial area within the Frenchtown Historic Preservation District containing a combination of commercial, industrial and residential uses.

[Source of ADT counts: Missouri Department of Transportation]

Industry & Utilities

Manufacturing and utility plants are the two major land uses in this category. In the older sections of the city, notable industrial locations are the American Car and Foundry complex at the intersection of Clark and Second Streets, and smaller industrial uses located in the Frenchtown neighborhood. These sites are generally surrounded by residential neighborhoods and do not have the location and infrastructure advantages of newer sites. Several larger and newer industrial uses are located in the northern fringes of the city. Boeing is located on Highway 94, north of Highway 370. Sysco, Hasbro International, and Leonard's Metals are located in the Elm Point Industrial Park on Mueller Road. Fountain Lakes, a large office, industrial, and warehousing complex, is under development on Highway 370 at Elm Street. On the city's southern fringes, industrial parks are located on Highway 94 near its intersections with Friedens Road and Pralle Lane. The St. Charles Quarry at the intersection of South River Road and Friedens Road is also located in the city.

Parks & Open Space

Parks and dedicated open space are classified separately from undeveloped and agricultural land because they are not part of the land stock available for development. Dedicated open spaces are those areas without development that are reserved for recreational uses. St. Charles has an extensive system of public parks and recreation areas, ranging in size from the 400+ acre Fountain Lakes Park to several neighborhood parks. All but two of the city's main parks are located north of I-70.

Institutional

Examples of institutional uses include schools, churches, government buildings, and cemeteries. Most of the public and institutional buildings are located north of I-70 in the older part of the city. Downtown institutional use include the city and county government centers, St. Joseph's Hospital

complex, St. Peters Church and school, and the Sacred Heart Academy. Other large institutional uses in the city include Lindenwood University, Emmaus Home, St. Charles and St. Charles West High Schools, Lewis and Clark Vocational School, all of the city's grade schools, public and private, several cemeteries, and a state office building. In the portion of the city south of I-70, the primary institutional uses are churches and schools.

Streets and Highways

St. Charles has over 2,000 acres dedicated for street and highway rights-of-way. This use comprises approximately 25% of the city's developed area. This is within the range of 20-26% found in most urban areas. Streets and highways are discussed in more detail in the following section, Transportation.

As noted previously, approximately 20% of the land in the City of St. Charles is undeveloped. Much of this land is considered unsuitable for urban uses. Community leaders in economic development report an acute shortage of easily developable vacant land in St. Charles. Vacant land which is naturally suited for development is located outside the 100 year floodplain and is rated "Fair" or "Good" for building site development by the U.S. Soil Conservation Service. Vacant land unsuited for development is either within the 100 year floodplain or is rated "Poor" for building site development by the USSCS. Most of the vacant land in the St. Charles planning area suitable for development is located outside the city. In fact, there is a surprisingly large amount of land suitable for development contiguous to the city. The lack of significant acreage suitable for development in the city and the presence of such acreage within the city's planning area make it essential that St. Charles pursue an aggressive voluntary annexation campaign to convince the owners of unincorporated developable land to bring their property into the city.

Forecasts for future land use are an important step in determining a city's ability to meet future needs. If the 1993 land consumption rate of 5.43 residents per developed acre continues into 2010, then 16,050 acres will be needed for urban uses in the St. Charles Planning Area. This would be an increase of 1,875 acres. In 1993, there were approximately 9,700 undeveloped acres in the unincorporated portion of the planning area with slight to moderate limitations for urban development. Thus, if past trends continue, there should be space available to meet the overall demand for land. In fact, even if consumption rates increase somewhat, there should be an adequate quantity of land available to meet the area's needs. However, it must be emphasized that most of these acres are not within the present boundaries of St. Charles.

There are indications that past trends in land use consumption may accelerate. Development within the St. Louis urbanized area has consumed more and more acreage over time, even during decades when population declined. Additionally, St. Charles has experienced decreasing density, as is indicated in Table 8 (page 25).

**Table 8: Estimated Land Consumption by Land Use Class in St. Charles
1990 & 2000**

	1990 (acres)	Residents per acre	Employees per acre	2000 (acres)	Residents per acre	Employees per acre
TOTAL DEVELOPED	7,590	6.67		13,704	4.40	
Residential	3,300	15.35		7,920	7.62	
Institutional	791	64.04		1,234	48.91	
Commercial	703		34.39	1,690		35.72
Industrial & Utilities	492		49.12	954		63.27
Parks & Open Space	398	127.17		1,408	42.87	
TOTAL UNDEVELOPED				11,093		

Source: St. Charles Department of Community Development

St. Charles must not only be able to accommodate expected future homes and businesses, but also create a better overall balance between jobs and housing. The challenge facing the city is to provide for the expected additional growth without jeopardizing the area's quality of life.

6. TRANSPORTATION

The primary mode of transportation in the United States is, and for the foreseeable future will remain, the automobile. Approximately 98% of all trips in the United States are made via automobile. Furthermore, Americans are now making more automobile trips per day than ever before, and the trips are increasingly longer. In part, this is due to the way in which our cities have developed, with low densities and orientation toward the private automobile. St. Charles is no exception to this national trend. Dramatic increases in the number of household in St. Charles City and County have placed great strains on the regional road network. The fact that a high percentage of St. Charles residents commute to work each day across the Missouri River to St. Louis County has a tremendous impact on the amount of traffic on roadways leading to bridge crossing points. In addition, St. Charles' disconnected local street system forces automobiles which would normally remain in the local network out onto the regional network. This contributes to congestion. In planning the transportation infrastructure, it is important not only to alleviate current problems, but also to accommodate the additional traffic that will be generated by ever-increasing numbers of new households. This section reviews the existing transportation network in St. Charles and some of the system's deficiencies.

Streets and Highways

Map number 13 (Section VII: Maps, page 93) gives the functional classification of roadways in the City of St. Charles. St. Charles is linked to the regional network by three routes which traverse the city. Interstate 70 crosses the city in an east-west direction. Connections to the city's street system are made at four interchanges. Interstate 70 is the greatest barrier for interior traffic circulation in St. Charles. Because of interstate construction standards, interchanges are limited to no more than one per mile. With the single exception of the Hawk's Nest overpass, much-needed overpasses and underpasses have not been constructed. Missouri Highway 370 is a limited-access highway on the city's northern fringe that provides a crucial Missouri River bridge crossing and an east-west connection between I-70 west of St. Charles and Interstate 270 in west St. Louis County. Highway 370 provides three interchanges for connections with St. Charles. Highway 94 crosses St. Charles in a north-south direction. It is a section of an early state highway that parallels the north bank of the Missouri River between West Alton in St. Charles County and Jefferson City. Highway 94 South is a four-lane divided highway with limited access. North of the city, it is a rural, two-lane highway. Through the older portion of St. Charles, Highway 94's path is indistinct. It crosses through neighborhoods on local streets, making a number of turns and stops. The path through Frenchtown is particularly confusing.

A disconnected street system is probably the city's number one transportation problem. Its inefficiencies cause traffic to load onto the regional road system, even for relatively short trips to destinations within the city. Arterial routes end before reaching destinations. The result is that arterial roads (such as Fifth Street and Highway 94) dump traffic into neighborhoods or onto shorter collector streets (such as Elm Street onto Kingshighway, Muegge Road onto Old Highway 94, and

Hackman Road onto McClay Road). The city's best arterial roads run semi-parallel to I-70 and Highway 370, but no clear arterial roads run north and south to connect I-70 and Highway 370, with the lone exception of Harry S Truman Boulevard. Also, some arterial routes are hampered by frequent traffic interruptions because of traffic signals and stop signs. The worst congestion in the city is at the I-70 interchanges during peak traffic hours. A primary problem is that access roads running parallel to the interstate interrupt the traffic flow crossing from north to south and vice-versa. Exit ramps from the interstate are not continuous right turn (cloverleaf) at First Capitol, Zumbahl Road or Cave Springs. Traffic lights are closely interspersed at interchange crossings, compounding the problem. Exiting vehicles sometimes back up to the point of stopping traffic on the interstate.

Alleys in the city are concentrated in the older section of town from Kingshighway east to the Missouri River. Most of these alleys are public rather than privately owned. In some instances, two-way traffic is able to pass through the alleys without difficulty. Most alleys are paved but do not have lighting.

St. Charles will soon be served by three (3) bridges over the Missouri River: the Discovery Bridge on Highway 370 on the city's north side, the Blanchette Bridge on Interstate 70 in the city's central corridor, and the Page Avenue Bridge on Highway 364 on the city's southern edge. When Phase I of the Page Avenue extension opens in 2003, it will bring the city's Missouri River crossings to three. Each bridge will carry a high volume of traffic, much of which will feed directly into the city's street system. Particularly in the case of Page Avenue, it is important for the city to plan now for the impact this new highway will have on existing traffic patterns and streets. While these three bridges will facilitate the flow of traffic into, through and out of the city, they will also place new demands upon the city's internal road network. Specific road improvements to improve traffic circulation within the city are addressed later in this plan, in Section IV: Economic Vitality.

It is essential to have a street name and building numbering system that is logical and easy to use. Not only is it important for mail carriers and visitors, but it is more critical for police, firefighters, and emergency medical personnel. In addition, inconsistent street naming is arguably a psychological barrier working against the use of through routes. For instance, one route in St. Charles has three names: Muegge Road, Cave Springs Road, and Truman Boulevard. Even worse, a route driven along the Missouri River through the city from south to north can be accomplished with few turns but through eleven name changes: Upper Bottom Road, South River Road, Friedens Road, South Main Street, Riverside Drive, Second Street, Tecumseh Street, Main Street, Lower Bottom Road, North River Road, and Hawning Road.

Parking

There is a need for increased parking lots and/or multi-level parking garages in the downtown area to accommodate residents, workers, customers, and tourists. Downtown parking is extremely limited during festivals and similar special events. A parking study was completed in December

1995 for the Central Business District, as defined by Clark Street on the north, Boone's Lick Road on the south, the Missouri River on the east, and Sixth Street to the west. The key findings of this study were as follows:

- Business owners indicated that there is insufficient off-street parking for employees, and on-street parking by employees results in insufficient space for their customers.
- City and County officials indicated the Government Center has inadequate off-street parking for employees.
- The study area contains 4,200 off-street parking spaces and 983 on-street spaces.
- Parking demand peaks between 10:00 a.m. and 2:00 p.m., but only 57-59% of the overall parking supply is used at any one time. None of the analysis zones have parking demands exceeding 75% of their existing capacities. Those areas with the highest concentrations of employment or attractions appear to have inadequate parking facilities due to the limitations created by private parking and other restrictions.
- Most motorists comply with the two-hour parking zone signs, however, the three-hour off-street restrictions are violated more frequently.
- One solution may be to remove the three-hour parking limit and replace it with a permit parking program. The city could also purchase additional under-utilized space for this program.
- Future parking demands associated with increased government services and anticipated business growth will require an estimated 22% increase in the parking supply throughout the study area.
- Alternative means for improving the utilization of the existing parking supply would include a shuttle system for employees, permit parking for business owners, and stricter enforcement of on-street parking restrictions.

Mass Transit

Residents of the City of St. Charles are served in a limited way by mass transportation. Mass transit is crucial to the area because of the growth explosion which has produced heavy traffic volumes. St. Charles Area Transit (SCAT) is a bus service available to all residents. There are four fixed routes: north, south, west, and central. Buses run generally from 9:00 a.m. to 4:00 p.m. Monday through Friday. Ridership for this transit service was 4,032 passengers in the month of July 2001, and a total of 38,664 passengers for the entire year of 2000. Children under the age of six ride free of charge. Residents 62 years of age and older, as well as the handicapped and Medicare recipients, can ride the bus for 25 cents. All other residents can ride for 50 cents per ride. Fare receipts total approximately \$9,000 per year, about 33% of the annual operating and maintenance costs of \$27,139. On June 1, 2001, SCAT implemented a new transportation program called the 370 Shuttle Service. This service is offered between the hours of 5:25 - 11:00 a.m. and 1:00 - 7:00 p.m. The service transports riders from the northern end of St. Charles to the Earth City Expressway and St. Charles Rock Road. This route enables passengers to connect to Bi-State bus routes. The average number of passengers for the month of June 2001 was approximately 5 on the morning route and 36 on the afternoon route.

The Bi-State Development Agency operates a public bus system that serves the St. Louis metropolitan area, including St. Charles. Average daily ridership on the St. Charles to North Hanley route in 2000 was 206 passengers, with a total ridership for the year of 52,309 passengers. All Bi-State buses operating in St. Charles County are handicapped-accessible. When the MetroLink light rail system began service in August 1993, the terminus of the St. Charles bus route became MetroLink's North Hanley station, and the frequency of trips to St. Charles increased. St. Louis City and County in Missouri and Madison and St. Clair Counties in Illinois provide a subsidy to Bi-State. The agency also receives funds from local, state and federal sources.

Older Adults Transportation Service (OATS), based in St. Louis County, provides service to St. Charles County adults age 60 or older and handicapped adults 18 and older. OATS sends a 14 passenger van to the homes of seniors and handicapped adults each Thursday and Friday for local doctor office visits. Reservations for the service are taken at least two days in advance. The van transports passengers into St. Louis on the second Tuesday of each month. Funding for this service is provided primarily by the Mid-East Agency on Aging.

Community Living Incorporated provides transportation to approximately 350 developmentally disabled clients. The services performed range from transporting clients to and from doctors appointments, work, recreational activities, etc. The company has approximately 25 vehicles, including cars and vans, that take clients from their homes to adult support system centers, to employment workshops such as the Boone Center, or to a regular job. This is a county-wide service.

Care Cab is a not-for-profit agency providing transportation services to mentally retarded adults in St. Louis City and County and St. Charles County. The agency operates under a contract with the Missouri Department of Mental Health. On an average day, Care Cab transports 175 persons to and from adult developmental programs, sheltered workshops, and various employment sites. The majority of St. Charles City's ridership is from the Emmaus Home, a residential home for the developmentally disabled.

Residents of the City of St. Charles can participate in a car pool/van pool program provided by the Madison County Transit Authority. This agency offers its program to the entire St. Louis metro area. Madison County Transit has a GEO database and a ride matching software package that currently contains 1,000 names, addresses and work times of individuals who want to be matched with people in their area to car pool. Likewise, the agency provides a van pool service to St. Charles residents. With the van pool service, at least seven individuals must utilize the service for the agency to allow the use of its vans. Riders in the van pool pay a fare based on mileage and the number of passengers.

Airports

There are two general aviation airports in close proximity to the City of St. Charles. Although neither is within the existing city limits, both have been in operation for many years, and both are utilized by residents of St. Charles. St. Charles Municipal Airport, located at 3001 Airport Road,

is the smaller of the two operations. In spite of its name, St. Charles Municipal Airport is not owned or operated by the City of St. Charles but is instead a private business. St. Charles Flying Service operates at this airport and uses it primarily for pilot training and flight lessons. The airport is also used for charter flights, banner advertising, and aircraft storage. The runway at St. Charles Municipal Airport is 3,500 feet in length. St. Charles County Airport, also known as Smartt Field, is located at 6390 Grafton Ferry Road. It is the larger of the two airfields, and it is owned and operated by St. Charles County. The main runway at Smartt Field is 3,800 feet long. There are approximately 55,000 flights a year from this airport. Smartt Field has 72 individual “T” hangars for rent for the storage of private aircraft, with room for approximately 40 more aircraft in other buildings. It is also home to restored vintage aircraft of the Confederate Air Force. The county has adopted a master plan for Smartt Field that calls for the main runway to be extended to 4,400 feet and for the construction of a new runway parallel to Lambert Field in St. Louis County that will be 5,500 feet long. While both St. Charles Municipal Airport and Smartt Field are relatively small operations with limited existing capacity, both will likely increase in importance and use as reliever airports for Lambert St. Louis International Airport in St. Louis County. Both airfields are surrounded by ample vacant land, which means both have the opportunity to expand in the future. Both of these facilities present the potential for significant new development, particularly if the commercial and industrial development in the Highway 370 corridor expands northward. St. Charles Municipal Airport is within the St. Charles planning area (map number 7, Section VII: Maps, page 87), and Smartt Field lies to the northeast. St. Charles Municipal Airport is a viable candidate for annexation into the city in the future, since it adjoins the existing northern-most city boundary.

Waterways

St. Charles is located near the confluence of two of the worlds greatest rivers, with the Missouri River to the east and south and the Mississippi River to the north. However, there are no public docking facilities in St. Charles or the surrounding area, nor are there any riverside industrial plants or warehouses in operation. The only exception is the limestone quarry at the southern edge of St. Charles, which does not transport rock by barge. The primary impediment to the development of riverfront industries is a lack of undeveloped land which is not flood prone and has access to railroad and highway. The St. Charles County Port authority was established in 1974 by the (then) St. Charles County Court. The Port Authority’s jurisdiction covers 20,000 acres in the Mississippi River valley, stretching from the Burlington and Northern rail line on the north to the Norfolk and Southern rail line and the City of St. Charles on the south. As originally envisioned, an industrial port on an inland waterway would be established. This plan, however, never materialized, and the St. Charles County Port Authority is inactive.

Bikeways and Trails

The Katy Trail State Park is a 200 mile long hiking and biking trail stretching from Sedalia on the west to Machens in St. Charles County on the east. The trail was developed on the abandoned Missouri-Kansas-Texas Railroad right-of-way. Maintenance of the Katy Trail is the responsibility of the Missouri Department of Natural Resources. The Katy Trail is classified as a Class 1 trail

because it is completely separated from vehicular traffic and has been designed for recreational travel only. Facilities for parking, rest rooms, food, lodging, bicycle rental and a hospital (St. Joseph Health Center) are located nearby. At the present time, the City of St. Charles does not have, except for the Katy Trail, connections to any continuous or interconnecting bikeway or pedestrian system.

The East-West Gateway Coordinating Council has developed a regional bikeways plan for the St. Louis region. This plan consists of an analysis of existing bicycle facilities and recommendations for possible future uses. In addition, it will aid in the development of regional policies and programs to encourage the construction and financing of bicycle and pedestrian facilities. It will also promote accessibility and biking safety, and, most importantly, biking as a feasible transportation alternative. East-West Gateway is not developing a bicycle plan for the City of St. Charles. The City would have to undertake funding and development of its own bicycle facility plan. For successful bikeways to become a reality, a plan should include the following:

- Planning for routes must take into consideration the demand for bikeways and pathways, measured through needs surveys.
- Crucial components for bikeways are convenient access points. The public needs safe access to parks, residences, schools, businesses, and other areas in the city that are heavily traveled.
- Cyclist safety is also a very important factor, in terms of both conflict with motorized vehicles and visibility.
- Bike paths can be located in floodplains and on top of levees.

Future Transportation Needs

Primary future transportation needs include better internal circulation within the City of St. Charles, as well as better connections to the regional system. In order to provide better access to the downtown and Frenchtown business districts, a north-south path for traffic along the Missouri River should be developed. This would include widening and extension of South River Road, allowing for a connection with Page Avenue interchanges, as well as an extension of North River Road to the south to connect with North Second Street or North Main Street. A number of streets in the city are in great need of widening, not only to alleviate traffic congestion, but just as importantly to improve safety. These include Hackman Road, Pralle Lane, Hemsath Road, Fox Hill Road, Old Highway 94, Ehlmann Road, and Zumbuhl Road. All of these roads are in various stages of design and property acquisition, and many are currently under construction. Table 9 (page 33) presents a list of prioritized road projects in the city as approved by the City Council. Map number 12 (Section VII: Maps, page 92) illustrates the locations of the city's road improvement projects, both planned and underway.

On the regional level, a number of necessary improvements are already programmed or under construction. However, additional projects are needed, such as construction of continuous turn lane ramps (cloverleaves) at certain I-70 interchanges. Construction of park-and-ride lots at Highway 370 interchanges is desirable. The possibility of designating one lane of I-70 for high-occupancy

vehicles during rush hour traffic has been suggested. Extension of the regional road network through the St. Charles planning area will create new traffic corridors as well as significant opportunities for new development. The city must in turn be ready to insure that future development in these corridors is orderly, efficient and attractive.

Non-automotive transportation systems within the city are yet to be developed. Public transit is presently fragmented into a number of bus and van systems which are marketed toward specific groups that traditionally are not as mobile: the young, elderly and disabled. The extension of light rail to St. Charles would most probably have great impact, not only in terms of transportation, but also land use and business development. Future light rail stations provide opportunities for creating transportation nodes, from which other forms of transportation could also feed, such as automobile, bus, taxi, and pedestrian. Whether or not transportation opportunities such as these will be fully realized will depend on good planning and visionary leadership.

Table 9: Prioritized List of St. Charles Road Improvements					
Project/Status	Facility	Termini	Improvement Type	Length	Est. Cost (millions)
1- 2001-2002	Hackman Road	Muegge Rd./ McClay Rd.	widening	3,450 ft	\$2.5
2- Under construction	Pralle Lane	Bluestone Dr./ Kunze Dr.	widening	2,400 ft	\$1.0
3 - 2002	Hemsath Road	Highway 94/ Upper Bottom Road	widening	6,500 ft	\$2.2
4 - 2002	Country Club Road	I-70 S. Service Rd./Tree Top Dr.	additional lane(s)	3,450 ft	\$1.3
5 - Planning Phase	First Capitol Realignment	Tompkins to Kingshighway	reconstruction/ new signals	.25 mile	\$2
6 - Phase 1 under construction	Zumbehl Road Phase II	Ipswich to Ehlmann	reconstruct and widen	.80 mile	\$2.9 (cost for both Phase I & II)
7 - Planning Phase	North Fifth Street extension	Olive to Little Hills Expressway	new road		\$5.5
8 - Planning Phase	Fairgrounds extension	Fairgrounds to Friedens	new road		\$2
9 - Under construction	Elm Street Reconstruction	Kingshighway to Gamble and Elmwood to Old Elm	reconstruction	1.25 miles	\$3.8
10 - Under construction	Fox Hill Rd.	W. Randolph St./Hwy 94 N.	widening	3,600 ft	\$1.1

Source: St. Charles Department of Public Works

CITY OF ST. CHARLES COMPREHENSIVE PLAN 2002

Vision Statement:

The City of St. Charles' long-term growth and quality of life shall be guided and determined by these principles:

to preserve and enhance our rich historical heritage:

to maintain and expand the economic vitality of our city and its progressive business environment; and

to develop and promote a strong sense of community spirit.

These principles establish St. Charles as one of America's most liveable communities.

SECTION II: CITY ACTIVITY CENTERS

A. Introduction

- 1. Definition**
- 2. Purpose**
- 3. Application**
- 4. Map**

B. Activity Centers

- 1. 370 Corridor**
- 2. Education Center**
- 3. Blanchette Park**
- 4. Lindenwood University**
- 5. Cave Springs**
- 6. I-70/Zumbehl/West Clay**
- 7. Historic Downtown**
- 8. I-70/Fifth Street**
- 9. I-70/Highway 94**
- 10. Wapelhorst Park**
- 11. Page Avenue/Highway 94**
- 12. Page Avenue/Upper Bottom Road**
- 13. Family Arena**
- 14. Friedens Road/Fairgrounds Road**

II: CITY ACTIVITY CENTERS

A. INTRODUCTION

1. Definition

In order effectively to structure a guide to the future of St. Charles, this comprehensive plan identifies fourteen (14) activity centers within the city. These activity centers are indicated on map number 8 (Section VII: Maps, page 88). Activity centers may be defined as distinct locations of high visibility, activity and traffic. They are destination points, sites that are attractive to residents because of the shopping, educational, and recreational opportunities they offer. They draw residents and non-residents alike. They help identify and define the community of St. Charles. They are among the places most people think of when they think of St. Charles. They contain land uses utilized by most residents of the community regularly. Because of their prominence, visibility, and attractiveness to wide numbers of citizens, the activity centers act as community centers or cores. They impact the properties and neighborhoods surrounding them.

2. Purpose

Activity centers are a planning tool that provides a framework upon which a comprehensive plan can be structured. The designation of activity centers is not intended to segregate or divide the city, but to recognize the city's diversity and variety of land uses and physical characteristics. The activity centers allow the comprehensive plan to define and distinguish different regions of the city and make recommendations tailored to each one. Rather than rely upon a colored, site-specific map that places each and every parcel in the city into an arbitrary land use category, this comprehensive plan takes a broader, more flexible approach, using the activity centers to create guidelines and recommendations based upon each location's predominant land uses, assets and needs.

3. Application

The character of each activity center will help define appropriate land uses as one moves farther away from the center. Recognizing the different strengths and potential of each activity center, the plan achieves a vision for the city that is based upon its people, neighborhoods and strengths, not on a map. For example, a major highway interchange with a high traffic volume will by its very nature have much different assets, needs and potential than a university campus. It therefore follows that future development plans for two such activity centers will differ significantly. A true comprehensive plan recognizes the differences within the community and uses them to build a future based on what is appropriate for each neighborhood or area, rather than for each piece of property within that neighborhood. A site-specific map simply identifies, within broad ranges, the land uses deemed suitable for a given location. A plan based upon the community's diversity, variety and existing attributes will be broader, more flexible, more adaptable to changing land use trends, and less hindered by debates over specific development proposals, than a plan based on a map. The activity centers define St. Charles; they are the components that, taken together, make St. Charles the community is it today. They are the building blocks this plan uses to create a vision for the city as a whole.

4. Map

In Section VII: Maps, map number 14 on page 94 contains a visual depiction of Activity Centers number 5, Cave Springs and number 10, Wapelhorst Park. This map is a three dimensional representation of the activity center concept. It is much like a traditional topographic map depicting elevations except that instead of measuring the height of specific points, it reflects the intensity and density of the land use of specific points. The colors are much like a traditional topographic map where dark reds represent the highest mountains and deep greens the lowest valley, except that on this map the dark reds are the most intense and dense land uses and the dark greens are the least intense and dense land uses. The large “mountain” of intensity and density in the upper right of the map depicts the intersection of I-70, Mexico and Muegge Roads where a heavy concentration of “big box” retail activity and traffic converge to form Activity Center #5, Cave Springs. As one travels southeasterly toward the bottom left of the map along Muegge Road, the intensity and density of land use activity becomes less and less going from duplex to single family uses until one reaches Wapelhorst Park.

Wapelhorst Park is Activity Center #10 but it is in no way the hub of high traffic and activity that the Cave Springs Activity Center is and therefore, the height of the intensity and density of the “mountain” of this activity center is much more modest. Wapelhorst Park is still a center of visibility, activity and traffic and as such its intensity is shown as a plateau rising from among the lower density single-family uses in the immediate area around it.

Working farther down Muegge Road, one comes to another area of modest activity and intensity shown by the medium height hill at the intersection of Old Highway 94 and Muegge Road. At this intersection are clustered a number of neighborhood scale retail uses which are accompanied by higher density residential. While this is not a significant enough development to garner full-fledged status as an activity center, it is nonetheless a neighborhood activity center and therefore the map reflects this intensity and density.

Many such representations are possible, and the entire city could be mapped in such a fashion. However, this is beyond the scope and purpose of this comprehensive plan, which seeks to impart a philosophy of land use planning. Future specific activity center planning necessary to define key areas of redevelopment in the city will inevitably make further use of this visualization tool.

B. ACTIVITY CENTERS

The activity centers identified by this comprehensive plan were named for the predominant physical or geographic characteristic of each. The activity centers and a general description of each follows. The activity centers are also identified on map number 8 in Section VII: Maps, page 88.

1. 370 CORRIDOR

Both sides of Highway 370 from the Discovery Bridge on the east to the St. Peters city limits on the west, in particular the interchanges at North Third (Highway 94), Elm Street, and Truman Boulevard.

2. EDUCATION CENTER

Five (5) public and private schools on both sides of Zumbuhl Road between Campus Drive and Droste Road: Lewis & Clark Career Center, Monroe Elementary School, Jefferson Middle School, St. Charles West High School, and St. Cletus Catholic School.

3. BLANCHETTE PARK

Blanchette Park on Randolph Street on the city's northwest side. 40 acres.

4. LINDENWOOD UNIVERSITY

Lindenwood University campus at First Capitol Drive and Kingshighway in the central city. Approximately 200 acres.

5. CAVE SPRINGS

Interstate 70-Truman Boulevard-Cave Springs Road-Muegge Road interchange.

6. I-70/ZUMBEHL/WEST CLAY

Interstate 70-Zumbuhl Road-West Clay interchange.

7. HISTORIC DOWNTOWN

Area bordered by Fifth Street on the west, Clark Street on the north, the Missouri River on the east, and Boone's Lick Road on the south.

8. I-70/FIFTH STREET

Interstate 70-Fifth Street interchange.

9. I-70/HIGHWAY 94

Interstate 70-Highway 94 (First Capitol Drive) interchange.

10. WAPELHORST PARK

Wapelhorst Park on Muegge Road in the city's western end. 76 acres.

11. PAGE AVENUE/HIGHWAY 94

Highway 94-Page Avenue interchange (under construction).

12. PAGE AVENUE/UPPER BOTTOM ROAD

Page Avenue-Upper Bottom Road interchange (under construction).

13. FAMILY ARENA

Family Arena on South River Road on the city's southwestern edge.

14. FRIEDENS ROAD/FAIRGROUNDS ROAD

Friedens Road at a future extension of Fairgrounds Road.

CITY OF ST. CHARLES COMPREHENSIVE PLAN 2002

Vision Statement:

The City of St. Charles' long-term growth and quality of life shall be guided and determined by these principles:

to preserve and enhance our rich historical heritage;

to maintain and expand the economic vitality of our city and its progressive business environment; and

to develop and promote a strong sense of community spirit.

These principles establish St. Charles as one of America's most liveable communities.

SECTION III: HISTORICAL HERITAGE

- 1. Introduction**
- 2. Goal: Strengthen the city's existing historic districts.**
- C. Goal: Enhance the city's historical heritage through neighborhood preservation efforts and specialized neighborhood or corridor planning.**
- 4. Goal: Increase the public's understanding of, participation in and appreciation for the city's heritage and historic preservation efforts.**

III: HISTORICAL HERITAGE

A. INTRODUCTION

The City of St. Charles has a rich and varied history that began with its founding as a trading post and supply center for the hunting trade in 1769. Almost from the moment of its founding, the city played an integral role in the exploration and settlement of the vast territory subsequently acquired by the young United States in the Louisiana Purchase. St. Charles served as a rendezvous point for several expeditions to explore the western territory, including the Lewis and Clark expedition; it was the home of the first capital of the new State of Missouri from 1821 to 1826; and it was the point of departure for many trails that ran westward into the interior of the continent. The role St. Charles played in the early settlement and expansion of the United States west of the Mississippi River was significant. The city's early history is intertwined with that of the United States itself. The early years of St. Charles were filled with characters and events that became part of the expansion and growth of the American nation. The history of this community has created a heritage that has been passed down to subsequent generations. What the city does with that heritage in 2002 and beyond will largely determine what kind of community it will be in the future.

This comprehensive plan recognizes the historical heritage of St. Charles. It identifies that heritage as one of three principles upon which the future of the community rests. In 2002, St. Charles has taken many significant steps to protect, preserve and enhance its historical heritage. This comprehensive plan calls on the citizens of St. Charles to strengthen and expand those efforts to ensure that the rich history of the community is forever protected and preserved. Our history defines who we are and how we became the community we are today. Our heritage gives us a guidepost for planning the future of the city. The preservation and enhancement of our historical heritage is an essential component of this plan and the city's future. To accomplish that preservation and enhancement, this comprehensive plan adopts the following goals.

2. GOAL: STRENGTHEN THE CITY'S EXISTING HISTORIC DISTRICTS

The foundation of St. Charles' historic preservation efforts has been, and likely will remain, the city's established historic preservation districts. These neighborhoods are the oldest in the city. They are where the city was born and where it experienced the initial stages of growth. They contain the majority of the city's historic structures. They have property owners associations that play active roles in the development of their neighborhoods. The city has adopted strict historic preservation standards and guidelines for these areas. As the city seeks to preserve and enhance its historical heritage in the future, it must take care to insure that the existing historic districts continue to prosper and flourish. Toward that end, this comprehensive plan recommends the following actions.

- **Review the boundaries of the existing historic preservation districts and evaluate whether any adjustments are needed.**
 - A. Commons Preservation District**
 - B. Extended Historic Preservation District**
 - C. Frenchtown Preservation District**
 - D. Historic Downtown District**
 - E. South Main Preservation District**
- **Survey historic preservation programs in other cities and states to determine what might be adaptable to St. Charles.**
- **Improve communication between the city's historic preservation districts to foster cooperation.**
- **Review the design standards for all historic preservation districts to identify regulations needing revision or improvement, and adopt design standards for any district now lacking same.**

3. GOAL: ENHANCE THE HISTORICAL HERITAGE OF THE CITY THROUGH NEIGHBORHOOD PRESERVATION EFFORTS AND SPECIALIZED NEIGHBORHOOD OR CORRIDOR PLANNING

St. Charles is a city of neighborhoods, a city that grew up around specific areas within the larger community that possess their own characteristics and predominant land uses. These neighborhoods are key to preserving the city's history and heritage. Preservation efforts must be focused on these neighborhoods and the roles they played in the city's growth and development. Toward that end, this comprehensive plan recommends the following actions.

- **Adopt a comprehensive plan for the Missouri Riverfront.**
- **Undertake planning studies for neighborhoods of the city where historic preservation and enhancement efforts have been lacking or have failed to succeed.**
- **Extend the Boone's Lick Corridor improvement project westward from Fifth Street to Fairgrounds Road.**
- **Create an "Historic Route" program to identify and recognize streets and corridors with significance in the city's early history.**
- **Create physical connections between the city's historic districts such as sidewalks, trails, linear parks, and pedestrian/bicycle paths, and use the resulting connectivity to promote and strengthen all the districts.**

D. GOAL: INCREASE THE PUBLIC’S UNDERSTANDING OF, PARTICIPATION IN AND APPRECIATION FOR THE CITY’S HERITAGE AND HISTORIC PRESERVATION EFFORTS

Any historic preservation program must have the support of the community to achieve its purpose. It is essential that citizens understand what the community is trying to accomplish through historic preservation and that the benefits to them and their city be explained fully and clearly. St. Charles has to date enjoyed widespread support among its citizens for the community’s historic preservation efforts. The future success of this program depends upon that support continuing. Toward that end, this comprehensive plan recommends the following actions.

- **Use the city newsletter to explain and promote historic preservation.**
- **Work with the various historic preservation districts to consider the possibility of designing and installing street banners to identify the different neighborhoods and distinguish them from each other.**
- **Create and feature programming on the city’s local access cable TV channel devoted to historic preservation and the benefits thereof.**
- **Install uniform signs, historical markers and kiosks throughout the historic preservation districts that explain the city’s heritage and include historic information and maps.**
- **Install high-quality, attractive “Welcome to St. Charles” signs that emphasize the community’s historical heritage at all main entrances to the city.**
- **Work with the St. Charles R-6 school district, the Francis Howell R-3 school district, the Orchard Farm R-5 school district, private and parochial schools and the St. Charles City-County Library District to encourage students to explore the city’s history and appreciate the community’s heritage.**
- **Make boundary maps, design standards and other relevant information for the historic preservation districts available on the city’s web site.**
- **Promote the role of schools and churches in the city’s history, and encourage these institutions to publicize that role in their own programs and projects.**

CITY OF ST. CHARLES COMPREHENSIVE PLAN 2002

Vision Statement:

The City of St. Charles' long-term growth and quality of life shall be guided and determined by these principles:

to preserve and enhance our rich historical heritage;

to maintain and expand the economic vitality of our city and its progressive business environment; and

to develop and promote a strong sense of community spirit.

These principles establish St. Charles as one of America's most liveable communities.

SECTION IV: ECONOMIC VITALITY

- A. Introduction
- B. Goal: Adopt a land use philosophy that recognizes the activity centers as points of greatest density and/or most intense use, with land uses that are less dense and intense located in proportion to their distance from the nearest activity center.
- C. Goal: Rewrite the city's zoning ordinance to reflect this comprehensive plan and act as a tool to achieve the vision expressed herein.
- D. Goal: Create a transportation network that provides for the smooth movement of people, goods and services throughout the city, especially between the activity centers.
- E. Goal: Use the city's existing assets as catalysts for new development and redevelopment that complements and enhances those assets.
- F. Goal: Encourage the revitalization of neighborhoods in the city that have experienced a decline in population, housing stock, economic activity and/or appearance.
- G. Goal: Promote a cooperative relationship between the city and the business community.

- H. Goal: Adopt and enforce land use and development standards that promote public health and safety, protect the natural environment and provide city leaders with the flexibility to accommodate the changing nature of private sector economic growth.**
- I. Goal: Adopt policies that facilitate the development or redevelopment of properties that are either vacant, abandoned, deteriorated or may no longer be economically productive.**
- J. Goal: Provide new areas in the city for development and job creation through an aggressive annexation program.**
- K. Goal: Adopt policies that foster a wide variety of housing types and affordability to meet the needs of a diverse population.**
- L. Goal: Assure that public infrastructure is provided to meet the city's future needs in terms of both new development and redevelopment.**

IV: ECONOMIC VITALITY

A. INTRODUCTION

Perhaps more than any other single factor, a community's economic vitality is crucial to its future. A prosperous, expanding economy is essential if a city is to realize its potential and achieve its vision for the future. The City of St. Charles is no exception. The economy of St. Charles in 2002 is strong, but there are no guarantees it will remain so. A comprehensive plan for the city's future must recommend actions that will help the community continue to grow and prosper. In the global economy of the 21st century, a city is subject to economic forces far beyond its borders. Events elsewhere in the United States and around the world can have an impact on the local economy. Recognizing that much is beyond our control, the citizens of St. Charles must take action to influence what they can.

Since its founding, St. Charles has been blessed by location - a major river on its doorstep, surrounded by fertile farm ground and an abundance of natural resources. The city's location became even more strategic with the advent of modern transportation, such as railroads, highways, and airports. The city sits at the crossroads of the nation, and its location has contributed much to its development and economy. The city cannot, however, rely on an advantageous location and easy access to multiple modes of transportation to secure its economic security. It must look without *and within* as it seeks to maintain economic prosperity. It must utilize its assets to maximum advantage, make the community an attractive place to do business, and realize that a strong economy, with the jobs and tax base it brings, is essential to so much of what it desires for the future. As St. Charles approaches its third century as a city, it must take care not to fall prey to the plight of many older communities: economic stagnation, loss of jobs, and a declining revenue base. It must build upon its assets, redevelop areas that show signs of decline or economic underperformance, and diversify its economy to meet the challenges of a changing world. St. Charles can do all this, and more. It has the workforce, the community spirit, and the resources to continue to grow and prosper. St. Charles, more than many communities, appreciates and respects its past, but it also has its collective eyes focused on the future. The future all citizens of the city desire is within our grasp. To achieve it, we need to take action now to insure that St. Charles continues to be a prosperous, healthy community with a strong, vibrant economy. To maintain and expand the economic vitality of our city and its progressive business environment, this comprehensive plan adopts the following goals.

B. GOAL: ADOPT A LAND USE PHILOSOPHY THAT RECOGNIZES THE ACTIVITY CENTERS AS POINTS OF GREATEST DENSITY AND/OR MOST INTENSE USE, WITH LAND USES THAT ARE LESS DENSE AND INTENSE LOCATED IN PROPORTION TO THEIR DISTANCE FROM THE NEAREST ACTIVITY CENTER

In Section II, this comprehensive plan identifies fourteen (14) activity centers in the City of St. Charles. (The activity centers are shown on map number 8 in Section VII: Maps, page 88.) They are locations with the most intense levels of activity and/or the highest density of development. They are the focal points of the community, locations that are most easily recognized and most frequently visited by residents and visitors alike. These activity centers provide a foundation upon which to plan the community's future. Rather than base future land use decisions on a color-coded map that may or may not accurately reflect a particular property's highest and best use, this comprehensive plan recommends that such decisions be guided by a land use philosophy that judges a proposed land use on the basis of its proximity to and compatibility with the nearest activity center. This philosophy will result in land uses that surround the activity centers in a natural, orderly progression of gradually decreasing density and intensity as one moves away from the activity center itself. This philosophy provides a logical base upon which to judge proposed new development and to seek redevelopment where it is needed. It can work to safeguard the city's economic future by providing for growth that is planned, orderly, flexible and meets the needs of the business community. Toward that end, this comprehensive plan recommends the following actions.

- **Use the fourteen (14) activity centers identified in Section II as the foundation of a plan that evaluates proposed new land uses on the basis of their proximity to an activity center, rather than on a site-specific map.**
- **Base land use decisions on the level of activity and density the proposed use can be expected to generate, its distance from the activity center, and its appropriateness to the proposed location.**
- **Steer development and redevelopment in the periphery of an activity center toward uses that complement, rather than conflict with, the predominant land use in the activity center itself, while simultaneously providing for a gradual decrease in density as distance from the activity center increases.**
- **Periodically review the identified activity centers and evaluate whether new locations have achieved a level of density that warrants designation as an activity center.**

- **Within the guidelines of this land use policy, ensure that there is a variety of residential, commercial, industrial and passive land uses throughout the city, while acknowledging that it is not necessary for each type of land use to be present around each activity center.**
- **In land use decisions, emphasize flexibility, variety, compatibility and intensity of use over fixed boundaries, rigid zoning districts, and pre-determined, narrow categories of uses for specific locations.**

3. GOAL: REWRITE THE CITY'S ZONING ORDINANCE TO REFLECT THIS COMPREHENSIVE PLAN AND ACT AS A TOOL TO ACHIEVE THE VISION EXPRESSED HEREIN

A city's zoning ordinance is the primary vehicle for implementing its comprehensive plan. Zoning regulations are the tool a community can use to bring the vision expressed in its comprehensive plan into reality. The comprehensive plan defines the goals, and the zoning ordinance provides the means to achieve them. The current St. Charles zoning ordinance takes a traditional approach to zoning, and it is an appropriate companion to a traditional, site-specific land use plan such as the city has followed until now. However, the land use philosophy espoused in this comprehensive plan warrants a new approach to zoning and, accordingly, a new zoning ordinance is needed. The city zoning code should reflect and complement this comprehensive plan. It should, through the regulations and requirements contained therein, guide development and redevelopment in the direction defined by the plan. The city will accomplish little if it adopts a new approach to land use planning and fails to carry that same approach into its zoning regulations. Following the adoption of this comprehensive plan, the city must turn its attention to a new zoning ordinance. Toward that end, this comprehensive plan recommends the following actions.

- **Use the comprehensive plan to guide zoning, not vice-versa.**
- **Establish zoning around the activity centers that will encourage the type of development and redevelopment envisioned by this comprehensive plan.**
- **Modify (or even abandon) the traditional "building block" approach to zoning wherein each zoning district allows all permissive and conditional uses of the preceding district while adding a few new uses, in favor of zoning districts that are based more upon the criteria used to establish the activity centers: density, level of activity and intensity of use.**
- **Appoint a committee of citizens from throughout the city to rewrite the zoning code, using the comprehensive plan as their guide.**

D. GOAL: CREATE A TRANSPORTATION NETWORK THAT PROVIDES FOR THE SMOOTH MOVEMENT OF PEOPLE, GOODS AND SERVICES THROUGHOUT THE CITY, ESPECIALLY BETWEEN THE ACTIVITY CENTERS

Transportation in all its modes is the lifeblood of the economy, whether on a local, regional, national or international level. The efficient movement of people, goods and services is essential to economic growth and expansion. Economic growth and expansion, in turn, creates ever-increasing demands on the transportation system of a community. To insure that businesses continue to prosper, the job base continues to grow and the community continues to be attractive to new firms, St. Charles must plan for continuing improvements to its transportation system. Needed improvements to the existing network must be identified, future demands on the system must be anticipated, and resources necessary to maintain and grow the system must be secured. Efficient transportation between the activity centers identified in the comprehensive plan is essential if the plan's vision for the future of the city is to be realized. The flow of people throughout the city, whatever their mode of transportation, must be provided for in as efficient and environmentally-friendly a manner as possible. Toward that end, this comprehensive plan recommends the following actions.

- **Insist that the City Council and Department of Public Works refer to this comprehensive plan and its priorities when creating and implementing any long-range transportation plans for the city.**
- **Begin planning now for the extension of streets to serve the city's primary future growth area north of the existing city limits.**
- **Consider the impact the completion of phase one of the Page Avenue extension project will have on traffic patterns in the city and take steps to accommodate that impact.**
- **Adopt as an objective to have every activity center accessed by a major arterial street, state highway, or interstate highway.**
- **Expand the St. Charles Area Transit (SCAT) bus system to serve more areas of the city with more frequent stops.**
- **Extend certain streets to create a smoother flow of traffic through, within and around the city, as well as open up new areas for development and redevelopment.**
 - a. **Extend Fairgrounds Road from its existing terminus at the I-70 South Service Road (Fairlane Road) south along the western edge of the St. Charles Golf Course to Friedens Road.**

- b. Extend Fairgrounds Road from its existing terminus at Boone's Lick Road north and west to connect with the First Capitol-West Clay intersection.**
 - c. Extend Droste Road from its existing terminus at West Clay south along the western edge of the existing mobile home park, then east under First Capitol Drive in a tunnel, connecting with a relocated Boone's Lick Road on the east side of First Capitol.**
 - d. Extend Kingshighway from its existing terminus at Randolph Street northeast to connect with Highway 94 North.**
 - e. Extend North Main Street from its existing terminus at Riverside Drive north through the ACF property to connect with North Second Street.**
- When the Fifth Street Extension is constructed, include a pedestrian/bicycle path within the right-of-way that will connect Blanchette Park (Activity Center #3), the Highway 370 corridor (Activity Center #1), and Historic Downtown (Activity Center #7).**
- Explore the viability of extending a variety of mass transit options into St. Charles City and County, including but not limited to MetroLink light rail and a county-wide bus system.**

5. GOAL: USE THE CITY’S EXISTING ASSETS AS CATALYSTS FOR NEW DEVELOPMENT AND REDEVELOPMENT THAT COMPLEMENTS AND ENHANCES THOSE ASSETS

St. Charles has many attractive and successful land uses within its borders, including a university campus, a public sports and entertainment arena, and one of the largest gaming facilities in the nation. It is blessed with an appealing natural environment that includes a major river, gentle hills, streams and stands of old-growth trees. It has modern interchanges on major state highways that provide numerous access points into the city. And yet, these assets are disjointed, independent of each other, lacking cohesion and interconnection. The city needs to do more to maximum these assets, to realize the full potential they present. An existing successful land use can and should serve as a catalyst for additional attractive development around it. The core use should attract uses that complement the main activity, that enhance the visitors experience, and that stabilize the surrounding neighborhood. Furthermore, the city should connect its assets, make transportation between them easier, and use one to promote the others. Vacant or under-developed ground separating two assets should be examined for potential new uses. Redevelopment around an existing community asset should draw residents and visitors alike not only to that asset, but to nearby land uses as well. St. Charles should do more to build upon its strengths and use the assets it already has to spark redevelopment and revitalization. Toward that end, this comprehensive plan recommends the following actions.

- **Encourage uses around Lindenwood University (Activity Center #4) that are attractive to college students, as well as others, such as coffee shops, book stores, art galleries, and performing arts facilities.**
- **Encourage uses along the Missouri Riverfront (Activity Center #7) that make it easier for citizens to visit and experience the waterfront, in accordance with the Missouri Riverfront study and plan.**
- **Encourage uses between the Family Arena (Activity Center #13) and the Ameristar Casino that offer recreational and entertainment opportunities that will supplement and link those two facilities.**
- **Seek the development of a public golf course and related uses (pro shop, miniature golf, park/playground, etc.) on the flood buy-out property acquired from St. Charles County north of Highway 370.**
- **Promote enhancement, preservation and redevelopment in Frenchtown, in accordance with the Economic Enhancement Strategy for Frenchtown.**

- **Encourage expanded use of the city's largest parks, Blanchette (Activity Center #3) and Wapelhorst (Activity Center #10), by promoting them as locations for festivals, celebrations and commemorations.**
- **Encourage development at two new interchanges that will create the desired image of St. Charles at what will likely become major entrances to the city: Page Avenue/Upper Bottom Road (Activity Center #12) and Friedens Road/Fairgrounds Road (Activity Center #14).**
- **Encourage development around the convention center that is complementary to such a facility, such as restaurants, gift shops, a satellite tourism center, and retail.**
- **Establish a route and an appropriate means of transportation to move individuals between the Family Arena, Ameristar Casino, the Convention Center, Main Street, and Frenchtown.**
- **Actively pursue development adjacent to and in the vicinity of the St. Charles Municipal Airport at Highway B and Airport Road, and seek federal grants to facilitate and encourage such development.**

F. GOAL: ENCOURAGE THE REVITALIZATION OF NEIGHBORHOODS IN THE CITY THAT HAVE EXPERIENCED A DECLINE IN POPULATION, HOUSING STOCK, ECONOMIC ACTIVITY AND/OR APPEARANCE

As an older community, St. Charles must be vigilant in guarding against the physical and economic deterioration of its neighborhoods. Advancing age does not mean a community or neighborhood is doomed to decline. But it can mean that special efforts are required to prevent the first signs of decay or stagnation. Older neighborhoods possess attributes that might not be readily apparent but can be used to stabilize and strengthen the area if they are identified and enhanced. St. Charles is a city of neighborhoods, many with their own unique histories and characteristics. They are the city's quiet inner strength, and they cannot be allowed to decline. To help ensure the city's continued economic vitality, these neighborhoods are deserving of special attention and effort. Decline in any measure of a neighborhood's health, whether in population, the quality of its housing stock, economic activity or physical appearance, can and must be prevented. The revitalization and rejuvenation of neighborhoods, particularly those that have never achieved their full potential, is key to the city's future economic health. Toward that end, this comprehensive plan recommends the following actions.

- **Use the forthcoming economic enhancement study of the Frenchtown neighborhood as the basis for a redevelopment plan for that area.**
- **Target the Powell Terrace neighborhood for both public and private improvements intended to revitalize the area's economy, improve the housing stock, and add amenities to the area that now are lacking.**
- **In older neighborhoods such as those between Historic Downtown (Activity Center #7) and Highway 370 (Activity Center #1), encourage the formation of homeowners associations, civic progress committees, and/or historic preservation districts to preclude the onset of decline and promote stability.**
- **In any neighborhood judged to be in need of rejuvenation or stabilization, consider using the full range of economic development tools made available to municipalities by the state, including Neighborhood Improvement Districts (NID's), Historic Tax Credits, Community Improvement Districts (CID's), Transportation Development Districts (TDD's), Tax Increment Financing (TIF), and Chapter 353.**

G. GOAL: PROMOTE A COOPERATIVE RELATIONSHIP BETWEEN THE CITY AND THE BUSINESS COMMUNITY

Economic vitality depends at least in part on a cooperative relationship between the city and the business community. The city and private business should see each other not as adversaries but as partners with the same objective: a strong, healthy economy that provides good jobs and a high standard of living for residents. The keys to such a partnership are communication and cooperation. City Hall and private business owners must understand each others' constituencies. They must communicate their needs and desires, as well as what each can contribute to the goals they share. It is a given that business and government will not always agree on every issue, that there will at times be honest differences on what the other can and should do in a particular instance. But disagreements and different approaches to issues should not threaten the underlying relationship between government and the private sector. Both will benefit if that relationship is stable, secure and cooperative. The one essential ingredient in a cooperative relationship is communication. The lines of communication between City Hall and the business community must remain open and effective. Toward that end, this comprehensive plan recommends the following actions.

- **Promote regular dialogue between city officials and the private business sector for the purpose of achieving joint support for community betterment projects.**
- **Create forums for private developers to share their ideas and recommendations with city leaders on a regular basis regarding ways to stimulate job growth.**
- **Invite representatives of the Chamber of Commerce to participate on city boards, commissions and task forces that consider development issues, such as sign regulations, zoning, and corridor or neighborhood planning.**

H. GOAL: ADOPT AND ENFORCE LAND USE AND DEVELOPMENT STANDARDS THAT PROMOTE PUBLIC HEALTH AND SAFETY, PROTECT THE NATURAL ENVIRONMENT AND PROVIDE CITY LEADERS WITH THE FLEXIBILITY TO ACCOMMODATE THE CHANGING NATURE OF PRIVATE SECTOR ECONOMIC GROWTH

When the city adopts regulations and development standards, it is exercising its legitimate authority to protect the public health and safety and promote the general welfare of the community. Care should be taken to ensure that the rules the city adopts serve a legitimate need and are balanced and reasonable. They should be designed to protect the public health and safety and the natural environment, while at the same time giving city leaders the flexibility they need to meet the challenges of an ever-changing economy. Land development regulations and design standards should be clear, tightly written, and related to a specific public purpose. They should also be subject to periodic review to identify needed revisions and updates. The city should not enact regulations simply for the sake of exercising its authority, but it should not hesitate to act when there is a clear need for regulation. Codes, standards and regulations, if written and enforced properly, can enhance a community's economic climate and contribute to a stronger business environment. The city needs to recognize areas where new regulations are needed and where existing regulations can be improved. Toward that end, this comprehensive plan recommends the following actions.

- **Encourage periodic review by city leaders of development practices in cities identified as having characteristics that exemplify the quality of life desired in St. Charles.**
- **Create a private sector task force, including representatives of such professions as banking, engineering, architecture, education and land development, as well as private citizens, that will meet every three years to evaluate and recommend changes to city land use regulations.**
- **Rewrite the city tree preservation ordinance to make it more realistic, feasible and understandable.**
- **Adopt design guidelines for the Extended Historic Preservation District.**
- **Ensure that adequate staff and resources are available to provide effective, prompt, and fair inspections of property and enforcement of property maintenance codes.**
- **Revise the city's land use and development regulations as needed to provide for emerging technologies, cutting-edge enterprises, and innovative mixed-use developments.**

I. GOAL: ADOPT POLICIES THAT FACILITATE THE DEVELOPMENT OR REDEVELOPMENT OF PROPERTIES THAT ARE EITHER VACANT, ABANDONED, DETERIORATED OR MAY NO LONGER BE ECONOMICALLY PRODUCTIVE

Abandoned, vacant, deteriorated, derelict properties are a drain on a community's economy and a blight on its image. Properties that have ceased being economically productive represent unrealized potential and missed opportunity. The city must have in place regulations and ordinances that effectively deal with such properties. Properties and structures that have been allowed to lapse into disrepair and vacancy cannot be allowed to remain in that condition. The city should have at its disposal a variety of means to convince or, if necessary, force the owners of these properties to repair, renovate and reoccupy them, and thereby return them to economic productivity. Policies must be in place to deal with abandoned and/or derelict properties quickly and effectively, before the blight they represent can spread to surrounding properties. Furthermore, properties that are vacant and undeveloped should be identified and assessed for their economic potential. Inventories of developable vacant ground in the city should be maintained and provided to the private sector. The city should also be willing to consider the full range of economic redevelopment tools provided by the state. In the competitive economy of the 21st century, no piece of ground is expendable, no real estate is unworthy of the city's attention. St. Charles must act to insure that every piece of land in the city is either already at or moving toward its highest and best use. Toward that end, this comprehensive plan recommends the following actions.

- **Adopt an ordinance requiring the renovation, demolition or other reasonable disposition of any structure that has remained vacant and unoccupied for a specified period of time.**
- **Adopt a pro-active policy of contacting the owners of all vacant properties in the city to determine what, if any, plans they have for the land and what enticements the city might offer to induce them to develop it.**
- **Utilize the full range of economic development tools provided in state statutes to initiate redevelopment desired by the city, including Tax Increment Financing (TIF), Chapter 353, Neighborhood Improvement Districts (NID's), Historic Tax Credits, Community Improvement Districts (CID's), and Transportation Development Districts (TDD's).**
- **Consider the expanded use of neighborhood plans, specialized plans or corridor plans to focus redevelopment efforts on particular geographic areas of the city.**

- **Define and enhance the authority and responsibility of the Economic Development Commission to assist in job creation in the city, and improve communication and cooperation between it and other city boards such as the Planning and Zoning Commission and the Conventions and Visitors Commission.**

J. GOAL: PROVIDE NEW AREAS IN THE CITY FOR DEVELOPMENT AND JOB CREATION THROUGH AN AGGRESSIVE ANNEXATION PROGRAM

As the city acts to protect its economic vitality and provide adequate land for the expansion of existing businesses and the construction of new facilities, it must pursue the annexation of property now in unincorporated St. Charles County. Annexation is how a city grows and adds new land to its economic base. Annexation makes the full range of city services available to the annexed property, and it provides the property owner with development options he may not have in the unincorporated county. Involuntary annexation procedures in Missouri are complex, costly, and time-consuming, and the decision whether to pursue the involuntary annexation of land is best left to the city's elected leaders. Voluntary annexation is the other option, and it is one the city should pursue aggressively. The city needs to be pro-active in contacting the owners of unincorporated land within its planning area to convince them of the advantages of annexation. A good case can be made for bringing such property into the city, and the city must not hesitate to make it. Furthermore, small islands of unincorporated property completely surrounded by the city hinder the city's growth and planning process, and they should be eliminated wherever possible. If the city becomes locked into its existing boundaries and has no opportunities to bring new land into the municipal limits, it will become increasingly difficult to maintain the community's economic vitality. Annexation is an option the city must reserve and, where appropriate, pursue. Toward that end, this comprehensive plan recommends the following actions.

- **Contact the owners of all islands or pockets of unincorporated property surrounded by the city and seek to persuade them to annex their property.**
- **Seek a change in state annexation statutes to allow the city, under strictly defined, narrow circumstances, to annex islands of unincorporated property by ordinance when attempts at voluntary annexation have been unsuccessful.**
- **Prepare plans for the future development of land not now in the city but within the city's planning area, including when public infrastructure will be provided to such areas, and begin now to identify and contact the owners of these tracts to discuss the future annexation of their property.**

K.

L. GOAL: ADOPT POLICIES THAT FOSTER A WIDE VARIETY OF HOUSING TYPES AND AFFORDABILITY TO MEET THE NEEDS OF A DIVERSE POPULATION

One key element of any city's economic vitality is its housing stock. St. Charles has a variety of housing types in a broad price range. The city should seek to preserve that diversity in its housing. Housing options should be provided for residents at varying income levels. Diversity in housing does not mean the city must or should accept low-quality, sub-standard housing. Just as the community's economic health depends in part on a variety of housing, it depends in equal measure on high-quality, well-maintained housing with lasting value. Quality housing and diverse housing are not mutually exclusive; the city need not choose one over the other. In order attract a workforce that can supply the full range of employment opportunities available in the city, there must be housing available for all income levels and for individuals at all stages of life. The city should utilize the tools available to it to encourage developers and homebuilders to plan innovative residential projects that meet the needs of a diverse population. The American dream of home ownership is alive and well in St. Charles, but the city should also contain housing for those for whom that dream is not possible or practical. Innovation, diversity, and quality should be the hallmarks of the city's housing stock. Toward that end, this comprehensive plan recommends the following actions.

- **Utilize Planned Development (PD) overlay zoning to achieve housing developments that are innovative, diverse and contain a range of housing types and cost.**
- **In new residential development, recognize the need to meet the demands of the marketplace, with the emphasis on quality.**
- **Utilize, and perhaps expand, the city's Home Improvement Loan Program to enable lower-income homeowners to maintain and improve their properties, thus helping to keep the quality of the city's housing stock high.**
- **Given the city's limited remaining vacant acreage, emphasize housing rehabilitation and renovation and, where feasible, the conversion of existing rental housing into owner-occupied housing.**

. **GOAL: ASSURE THAT ADEQUATE PUBLIC INFRASTRUCTURE IS PROVIDED TO MEET THE CITY'S FUTURE NEEDS IN TERMS OF BOTH NEW DEVELOPMENT AND REDEVELOPMENT**

If the city's economy is to grow and flourish, it must be supported by an adequate public infrastructure. Virtually any type of land use - residential, commercial or industrial - depends upon an adequate infrastructure. The public infrastructure is the foundation upon which economic vitality is maintained. It must be designed and built not only to serve existing development but with the capacity to accommodate future growth and expansion as well. Economic expansion cannot occur without roads, water and sewer lines, and other utilities that residences, business and industry need to operate and grow. Providing the infrastructure necessary to sustain the community's economic vitality is among the most important responsibilities of city government. The city must take steps to maintain the existing infrastructure and expand it into new areas. Streets and roads, water wells, sewage treatment facilities and utility lines should be evaluated regularly to ensure they can meet the increasing demand placed upon them. Funds should be budgeted for both routine maintenance and unforeseen emergencies. Long-range planning should be undertaken to guide the extension of improvements into areas where new development is most likely to occur. The city must recognize that infrastructure is crucial to its economic vitality and quality of life. Investment and planning now will insure that the infrastructure is in place for the city's future growth, redevelopment and prosperity. Toward that end, this comprehensive plan recommends the following actions.

- **Conduct a comprehensive assessment of the city's public infrastructure needs every three (3) years, if not more frequently.**
- **Allocate infrastructure costs so that they are assessed in proportion to the benefit received.**
- **Engage in long-range planning now for the extension of public infrastructure into the city's planning area in the future.**
- **Evaluate what investment is needed to ensure the continued reliability of the city's existing infrastructure, particularly in the older portions of the city, and make provisions therefor.**
- **Ensure that new infrastructure and improvements to existing infrastructure consider the aesthetic qualities of such improvements by incorporating greenspace, landscaping, pedestrian walkways and decorative poles and lighting in context and character with the surrounding area.**

CITY OF ST. CHARLES COMPREHENSIVE PLAN 2002

Vision Statement:

The City of St. Charles' long-term growth and quality of life shall be guided and determined by these principles:

to preserve and enhance our rich historical heritage;

to maintain and expand the economic vitality of our city and its progressive business environment; and

to develop and promote a strong sense of community spirit.

These principles establish St. Charles as one of America's most liveable communities.

SECTION V: COMMUNITY SPIRIT

1. **Introduction**
2. **Goal: Improve the appearance of the city through landscaping, street trees, beautification campaigns, uniform signage and expanded green space.**
3. **Goal: Ensure that public facilities are adequate to serve the population and that they provide for a variety of community activities.**
4. **Goal: Create a network of parks and trails to provide opportunities for social interaction, encourage healthy lifestyles and add to the natural environment.**
5. **Goal: Encourage the continuation and expansion of festivals, celebrations, commemorations and ceremonies that add to the city's character and define its spirit.**
6. **Goal: Encourage communication and cooperation between community groups, neighborhood associations, historic district boards, civic organizations, school districts, churches and city government.**

V: COMMUNITY SPIRIT

A. INTRODUCTION

The City of St. Charles has been characterized by a strong community spirit almost from the moment of its founding. Established as a trading post and supply center on the edge of what was then the western frontier, St. Charles was settled by true pioneers, individuals who left the eastern seaboard for the vast and unknown Louisiana Territory. As the exploration and settlement of the North American continent continued, St. Charles became an established center of trade, serving as a rendezvous point and supply post for the wagon trains that pushed westward with increasing frequency. Living on the doorstep of the American frontier imbued the residents of St. Charles with a fierce independence and a hardy “can-do” attitude. Separated from St. Louis by distance and the mighty Missouri River, St. Charles grew on its own, with no direct ties to any other community. St. Charles stood alone, strengthened by the difficulties of life on the frontier, blessed by abundant natural resources, and fortified by its vital role in the exploration and settlement of what would become the American nation.

The independence that was born in and grew from St. Charles’ location on the edge of the frontier has continued right up to today. That independence is a key component of the spirit of the community. St. Charles has never accepted labels such as “bedroom community” or “outer-ring suburb.” The residents of St. Charles have never defined themselves as a mere adjunct of a larger metropolitan area. They do not see their community as part of a larger whole; they see it as THE whole, in and of itself. The pride that comes from such independence manifests itself in many ways, such as the community’s deep-seated and lasting respect for its history and heritage; its emphasis on education and family; and its aggressive pursuit of a vibrant, multi-faceted and self-sustaining economy that withstands the fluctuations of the national economy better than most. This independence, coupled with a strong sense of their community’s role in the past, present and future of the state, region and nation, has created the spirit that residents of St. Charles share. This spirit defines us as a people and as a community. It gives identity to who and what we are. It is vital to the future of this community that this spirit be nurtured, sustained and strengthened.

This comprehensive plan recognizes the community spirit of St. Charles. It identifies that spirit as one of three principles upon which the future of the community rests. If the city’s history and heritage explain how we became the community we are today, the community’s spirit explains what kind of a city we are. To strengthen and promote a strong sense of community spirit, this comprehensive plan adopts the following goals.

B. GOAL: IMPROVE THE APPEARANCE OF THE CITY THROUGH LANDSCAPING, STREET TREES, BEAUTIFICATION CAMPAIGNS, UNIFORM SIGNAGE AND EXPANDED GREEN SPACE

St. Charles is an attractive community, dominated by gentle hills, an abundance of trees, large parks, streams and creeks, wide streets, and quiet, well-maintained neighborhoods. But no community can rest on its laurels in matters of appearance. Vigilance is required to maintain a healthy, clean, attractive appearance. The community spirit of St. Charles takes great pride in how the city looks to both residents and visitors. A community's appearance speaks volumes about its residents and how they feel about their home. The city's appearance is a vital component of its spirit, and the city should do what it can to improve that appearance. Toward that end, this comprehensive plan recommends the following actions.

- **Encourage and support the activities of the Beautification Commission, particularly the creation of a master plan for the beautification of the city.**
- **Revise the city's tree preservation ordinance to make it more realistic, simpler, and easier to explain and enforce.**
- **Become a "Tree City USA."**
- **Adopt a program to install and maintain landscaping at all major interchanges and intersections in the city.**
- **Seek the participation of volunteer groups such as garden clubs to handle maintenance of landscaping on public properties to minimize costs to the city.**
- **To the extent possible, enact sign ordinances that will result in uniform signs throughout the city, similar in materials, size, and placement.**
- **Enact a city "Adopt A Street" program.**
- **Review the city's property maintenance codes to ensure they are adequate to maintain the appearance the city seeks, and review code enforcement procedures to make certain violations are resolved quickly.**
- **Organize neighborhood clean-up campaigns focused on specific areas of the city featuring volunteer workers and free trash pick-up and disposal.**
- **Create a "Yard of the Month" program to recognize particularly noteworthy landscaping and environmental preservation projects in the city**
- **Create and maintain a natural streetscape along both sides of First Capitol Drive from I-70 to Kingshighway consisting predominantly of trees, shrubs and**

and other greenery.

- **Adopt uniform standards for street crossings in the city's historic districts so that all have the same appearance and design.**
- **Solicit the involvement of horticulture and garden clubs in efforts to install, improve and maintain landscaping throughout the city.**
- **Utilize street lighting more effectively throughout the city to improve both appearance and safety.**

C. GOAL: ENSURE THAT PUBLIC FACILITIES ARE ADEQUATE TO SERVE THE POPULATION AND THAT THEY PROVIDE FOR A VARIETY OF COMMUNITY ACTIVITIES

Public facilities for recreational, cultural and educational pursuits are an important part of a community's spirit. Such facilities provide opportunities for citizens to participate in indoor and outdoor recreation, explore their interest in art and culture, receive education for professional or personal objectives, and interact with family and friends in a social setting. Places to gather for fun and recreation are necessary to a community's overall health, and they help its citizens lead fulfilled, well-rounded lives. St. Charles should act to ensure that existing public facilities are improved and that new ones are added. Toward that end, this comprehensive plan recommends the following actions.

- **Create a community recreational facility that includes an arts and culture center in the Historic Downtown area (Activity Center #7), preferably in the ACF complex.**
- **Use the Lewis and Clark Boat House and Nature Center as an anchor for development dedicated to the Lewis and Clark Expedition.**
- **Consider expanded use of the city park system for purposes such as skate parks, nature trails, ice skating rinks and outdoor performances.**
- **Cooperate with Lindenwood University in the construction of a community performing arts center to be utilized by students and civic organizations alike.**
- **Construct a visitors welcome center in Activity Center #8 (I-70/Fifth Street) that includes exhibitions, historical displays and multimedia presentations on St. Charles and its history, and locate the facility advantageously so as to be visible and accessible to visitors to the City of St. Charles.**
- **Create opportunities to learn about life in St. Charles in the early years of its history, in partnership with foundations, historical societies and educational and/or philanthropic institutions.**

4. GOAL: CREATE A NETWORK OF PARKS AND TRAILS TO PROVIDE OPPORTUNITIES FOR SOCIAL INTERACTION, ENCOURAGE HEALTHY LIFESTYLES, AND ADD TO THE NATURAL ENVIRONMENT

The environmental movement that arose in the 1960's and 1970's resulted in an increased awareness of and appreciation for the natural environment. Communities around the United States placed new emphasis on open space, parks, trails and green space. Protecting the natural environment became a high priority. Today, a community's natural environment is a critical part of its identity and spirit. Places where people can get back to nature, experience the great outdoors and reconnect with Mother Nature are highly valued, and residents have come to expect such amenities in their community. St. Charles had its origins on the edge of the frontier, and its early growth and development were inextricably connected to the Missouri River. The community was, and remains, blessed with abundant natural resources, a moderate climate, and natural features such as gentle hills, streams, river bottoms, and forests. This history has given St. Charles an appreciation for its environment. The city needs to ensure that its environment is preserved and protected and that open space is expanded to meet the needs of a growing population. Toward that end, this comprehensive plan recommends the following actions.

- **Create at least one large city park south of Highway 94.**
- **Make St. Charles a bicycle-friendly community.**
 - a. **Create a system of bicycle/pedestrian trails and paths throughout the city connecting parks, activity centers and the Katy Trail.**
 - b. **Designate these trails and paths with uniform signs and informational markers, and publicize the routes in all appropriate city publications.**
 - c. **Implement a public relations campaign that emphasizes the health and environmental benefits of bicycle riding and explains and promotes the safety rules bicyclists and motorists should observe when they encounter each other.**
- **Set aside portions of the larger city parks for bird sanctuaries, memorial groves and horticultural preserves.**
- **Encourage the creation of community gardens throughout the city, to be planted and maintained by neighborhood associations, civic groups, historic preservation districts and garden clubs, with an emphasis on plant species native to the St. Charles area.**
- **Create nature walks through the most environmentally sensitive areas of the city, such as the Missouri River floodplain, complete with interpretive signs that explain the native plant and animal life.**
- **Designate an official city tree and flower and encourage their planting throughout the city.**

- **Establish and mark a permanent route of varying lengths (5K, 10K, etc.) for fitness walks and runs, and encourage its use by individuals and charitable organizations.**

E. GOAL: ENCOURAGE THE CONTINUATION AND EXPANSION OF FESTIVALS, CELEBRATIONS, COMMEMORATIONS AND CEREMONIES THAT ADD TO THE CITY'S CHARACTER AND DEFINE ITS SPIRIT

St. Charles is known locally, state-wide and nationally for the festivals and celebrations it holds regularly. The city's rich historical heritage provides numerous opportunities to commemorate the past, and a spacious, centrally-located park on the bank of the Missouri River provides a perfect venue for such celebrations. St. Charles has a tradition of celebrating significant events in its and the nation's history, including Independence Day, the Lewis and Clark Expedition, the Civil War, and the city's founding as *Les Petite Cotes* (The Little Hills). These festivals, celebrations and public commemorations add much to the character of the city, and they contribute to its spirit in a unique way. They create a feeling of community, of belonging, a sense of who we are as a city and a people. In the minds of many, festivals and public celebrations identify St. Charles like nothing else. The people of St. Charles must make sure this tradition of public celebration and commemoration continues and expands, that it continues to play a central role in promoting a sense of community spirit. Toward that end, this comprehensive plan recommends the following actions.

- **Establish by ordinance a Festival Commission to oversee all festivals and celebrations in the city, adopt guidelines and regulations for such events and assist in coordination, scheduling and publicity.**
- **Construct bandstands and performance stages in the larger city parks.**
- **Construct an outdoor amphitheater in a city park to allow a variety of public performances.**
- **Encourage the organizers of larger Frontier Park/Main Street festivals to hold some activities simultaneously in other city parks.**
- **Organize festivals in specific neighborhoods appropriate to the host neighborhood, such as the Fleur-de-Lis Festival in Frenchtown.**
- **Encourage and provide for alternative activities in city parks now utilized exclusively for sports, such as concerts and art exhibitions.**
- **Plan for a major public commemoration in 2009 of the two-hundredth anniversary of the city's incorporation in 1809.**
- **Solicit the sponsorship of city festivals and celebrations by the community's major institutions and businesses.**

- **Investigate the expanded use of satellite parking lots and shuttle buses during festivals to limit traffic into and out of the festival venue area and improve circulation.**
- **Consider the Family Arena as a location for festivals better suited to an indoor venue or that are likely to be impacted by inclement weather.**
- **Establish regular fitness runs and walks in the Historic Downtown area (Activity Center #7) in warm-weather months, co-sponsored by the city and various charitable and civic groups, and promote such events throughout the St. Louis metropolitan area and the Midwest.**

6. GOAL: ENCOURAGE COMMUNICATION AND COOPERATION BETWEEN COMMUNITY GROUPS, NEIGHBORHOOD ASSOCIATIONS, HISTORIC DISTRICT BOARDS, CIVIC ORGANIZATIONS, AND CITY GOVERNMENT

True community spirit is achieved only through unity. A sense of identity, of oneness, of belonging to a distinct group of fellow citizens will not flourish unless the diverse elements of a community act in unison with a common purpose and goals. Communication and cooperation between those elements is absolutely essential if the community's spirit is to develop and grow. City government, as the representative of all residents of the community, must act as the catalyst to achieve this communication and cooperation. The city must bring groups to the table, fairly arbitrate disputes, promote compromise, and facilitate communication. If the city uses all the tools and resources at its disposal to encourage communication and cooperation between various groups and organizations, a stronger sense of community will result. St. Charles is a diverse community of 60,000 residents with varying backgrounds, interests, concerns, hopes and aspirations. That diversity, if channeled properly, can be a great strength, not a weakness. Our diversity is part of the spirit that defines us as a community. We must do what we can as a community to build upon that diversity, to achieve unity of purpose as a city. Toward that end, this comprehensive plan recommends the following actions.

- **Establish by ordinance an historic preservation district advisory board containing representatives of all the city's historic preservation districts, the purpose of which will be to promote communication and cooperation between the districts, mediate disputes, coordinate activities and projects, and ensure a fair distribution of city resources.**
- **Solicit the participation and support of all service and civic organizations in community betterment projects and initiatives.**
- **Seek ways to improve communication between the institutions and property owners who make up the activity centers identified in this comprehensive plan, particularly the activity centers that share common problems and predominant land uses.**
- **Involve the public at the outset in any neighborhood, corridor, or city-wide planning efforts by creating and maintaining contact lists of members of neighborhood and subdivision homeowners associations.**
- **Hold annual (or more frequent) town hall planning meetings in each ward of the city.**

- **Utilize the city newsletter, *St. Charles City News*, and the city's web site to disseminate information, highlight community achievements and solicit feedback.**
- **Make city regulations, codes and ordinances available to the public in a simple, accessible, easy-to-use format.**
- **Build upon existing city-wide programs such as National Night Out to create similar initiatives with a variety of themes.**
- **Reach out to the St. Charles R-6, Francis Howell R-3 and Orchard Farm R-5 school districts, private and parochial schools, the St. Charles City-County Library District, and the city's churches and pastors associations to seek their involvement in community-wide initiatives and betterment projects.**

CITY OF ST. CHARLES 2002 COMPREHENSIVE PLAN

Vision Statement:

The City of St. Charles' long-term growth and quality of life shall be guided and determined by these principles:

to preserve and enhance our rich historical heritage;

to maintain and expand the economic vitality of our city and its progressive business environment; and

to develop and promote a strong sense of community spirit.

These principles establish St. Charles as one of America's most liveable communities.

SECTION VI: SUMMARY & CONCLUSIONS

- A. **Goal: Disseminate the comprehensive plan to the widest audience possible and guarantee that access to it is simple and effective.**
- B. **Goal: Insist that elected and appointed city officials, city staff and citizen members of all city advisory boards become familiar with the adopted comprehensive plan and that they use it when making recommendations and decisions.**
- C. **Goal: Ensure that the comprehensive plan remains current and relevant and that it is reviewed periodically for needed revisions and amendments.**

VI: SUMMARY & CONCLUSIONS

The process that resulted in this comprehensive plan started as a dream - actually, many dreams. At their first meeting, the members of the Comprehensive Plan Committee were asked to list the dreams they have for the City of St. Charles. They were encouraged to articulate what they want their community to look and be like ten years into the future and beyond. What kind of a city will it be? Will the St. Charles of 2012 be a thriving, healthy community, building on its assets while preserving its character and history, or will it be suffering from stagnation and decline? What are the city's strengths and how can they be protected and enhanced? What are the city's shortcomings and how can they be addressed? What needs to happen in the City of St. Charles to make it a safer, stronger, more liveable community than it is today? How can the citizens of St. Charles steer the future of their community in the direction they wish it to go? The Committee members were urged to think like city planners, to create in their minds the St. Charles they would like to see, and to dream big dreams.

The Committee responded to this initial task admirably. Approximately 85 different dreams were identified by the members. Individually, these dreams identified ways the City of St. Charles can improve, grow and prosper. Collectively, the dreams painted a picture of the city's possible future, the city that can come to be if all its residents have the courage, foresight and common purpose to bring their dreams to reality. The Committee's dreams were not unrealistic, pie-in-the-sky wishes that cannot possibly be achieved. They were specific, clear and, most importantly, *within the city's grasp*. They focused the Committee's attention on the two tasks at hand: identify the kind of city they want St. Charles to be in the future, and lay out a plan for achieving that future. From their dreams, this comprehensive plan was created.

Using their dreams as a foundation, the Committee crafted a vision statement for the comprehensive plan. That vision statement, which appears at the beginning of the plan and is repeated at the beginning of each of its sections, identifies in one clear, concise expression the heart of this document. It serves as the guiding principle upon which this comprehensive plan is based. The vision statement declares that the future of St. Charles depends upon three basic, crucial elements: preserving and enhancing the city's historical heritage, maintaining and expanding the city's economic vitality, and developing and maintaining a strong community spirit. These principles became the foundation upon which the comprehensive plan was built. They guided the Committee and staff as the plan took shape. They provided direction and purpose to the Committee's deliberations. They created a framework for the plan and a structure for the plan's recommendations. The vision statement served its purpose well: it expressed the plan's vision of the future of St. Charles in a single, simple declaration.

This comprehensive plan, therefore, is the end-product of a logical process: the identification of dreams, leading to a vision statement, leading in turn to a plan for the city's future. The plan accepts the three basic principles of the vision statement as the foundation of the future of St.

Charles. Historical heritage, economic vitality and community spirit are the broad themes of the city's plan for its future. The importance of these elements to the city's progress cannot be underestimated. They identify the factors that define the city, that make it what it is today, and that will play an integral role in the type of city St. Charles will become in the future. Virtually any challenge, controversy, issue or question the city will face in the next ten years will be related in some way to one of these three principles. For each broad principle, the plan sets forth goals and actions designed to achieve those goals. In so doing, the plan creates a guide for city leaders to use in making development and land use decisions. The principles set forth in this plan, if embraced by the city's leadership, will steer St. Charles into the 21st century and into its third century as a city. Through this plan, the citizens of St. Charles are stating in clear terms what is important to them and their city. They are setting priorities for the future of their city, and they are committing to certain actions that will realize that future.

This comprehensive plan differs from traditional comprehensive plans in one important respect: it does not include a site-specific, color-coded map that assigns a land use category to each and every parcel of land in the city. Rather than base land use, development and redevelopment decisions on a rigid, traditional map, this plan adopts a different philosophy: base land use decisions on clearly defined activity centers. Evaluate proposed land uses on their proximity to an activity center and how well (or how poorly) a given use will complement and enhance that center. Look at the city as a collection of locations with high levels of density and activity, and steer development outward from them in a pattern of gradually decreasing density and activity. Use the nearest activity center to determine whether a proposed land use is appropriate or not. In a sense, the plan regards each activity center as a small city center or downtown, surrounded by rings of land uses that gradually decrease in density and activity as the distance from the center increases. This approach to land use planning avoids the rigidity of a color-coded map while still providing decision-makers with clear guidelines for development throughout the city. It eliminates the all-too-easy reliance on a map to make land use decisions and forces those in positions of responsibility to examine a proposal and consider its appropriateness to the location and its compatibility with the land uses that surround it. This approach gives decision-makers more flexibility while still giving them guidelines to follow. It is an approach that is well-suited to an older community such as St. Charles, which has likely passed its years of most intense growth and now needs to look within, to redevelopment and rejuvenation, to assure its continued prosperity. Cities that are surrounded by huge tracts of undeveloped acreage and who are experiencing explosive growth rates may well find a site-specific land use map is better suited to their needs. St. Charles is in a much different situation, and an innovative approach to land use management is both justified and wise.

This comprehensive plan takes the dreams, vision and priorities of the citizens who shaped it and produces a *land use philosophy* rather than yet another land use map. It attempts to translate the hopes, dreams and aspirations of the citizens of this community into a practical, realistic set of principles that leaders and citizens alike may refer to and follow when making land use decisions. It seeks to preserve the city's priceless heritage, protect the city's economy, and promote the spirit of St. Charles wherever and whenever possible. In so doing, it sets forth a philosophy that regards both development and redevelopment as equally important to the community's future. The

principles and philosophy adopted by this comprehensive plan are innovative, but they have as their goal the same objective as countless master plans and comprehensive plans throughout the United States: the creation of a stronger, safer, more liveable community for the benefit of all its residents. In St. Charles, that objective is imminently achievable; this comprehensive plan shows the way.

FINAL RECOMMENDATIONS

No comprehensive plan can serve its purpose and achieve its stated goals *unless it is used*. A plan that is adopted, then promptly placed on the proverbial shelf and rarely or never referred to cannot possibly accomplish anything for the community. A comprehensive plan has no meaning or legitimacy if it never gets beyond the printed page. It must be a living, working document. It must be available to citizens and to all city officials, elected, appointed and otherwise, who make decisions that impact the city's future. It must be used, cited, referred to and implemented at every opportunity by the widest possible range of city departments, boards, commissions, and neighborhood associations. It must be recognized as the community's declaration of the future it wishes to achieve and the means it has adopted to realize that future. Toward that end, this comprehensive plan recommends the following goals and actions to achieve them.

A. GOAL: DISSEMINATE THE COMPREHENSIVE PLAN TO THE WIDEST AUDIENCE POSSIBLE AND GUARANTEE THAT ACCESS TO IT IS SIMPLE AND EFFECTIVE

- **Post the comprehensive plan on the city's web site and enable users to download any part or all of the document.**
- **Provide copies of the comprehensive plan to the reference desks at all branches of the St. Charles City-County Library District for the public's use.**
- **Provide copies of the comprehensive plan to all historic preservation district boards and neighborhood associations.**
- **Utilize the city newsletter to publicize the comprehensive plan and inform citizens how they can access it.**
- **Prepare a summary and overview of the comprehensive plan in video format and (i) show the video to city officials and members of city advisory boards and commissions at orientation/training sessions, and (ii) distribute the video to historic district boards, homeowners associations, and any other community organizations interested in showing it to their members.**

B. GOAL: INSIST THAT ELECTED AND APPOINTED CITY OFFICIALS, CITY STAFF AND CITIZEN MEMBERS OF ALL CITY ADVISORY BOARDS BECOME FAMILIAR WITH THE ADOPTED COMPREHENSIVE PLAN AND THAT THEY USE IT WHEN MAKING RECOMMENDATIONS AND DECISIONS

- Provide a copy of the comprehensive plan to each member of the City Council so they can adhere to its philosophy and principles when making decisions that impact the city's future.
- Provide copies of the comprehensive plan to each member of every city board and commission, require that they consider the plan in the performance of their official duties, and urge that their consideration of the plan be duly noted in the official record of their proceedings.
- Add a new section to the Request for Council Action (RCA) form to indicate whether the requested action conforms to, conflicts with or has no impact on the comprehensive plan.
- Require that any deviation from the land use philosophy and principles contained in the comprehensive plan be explained and justified in the appropriate official record.

C. GOAL: ENSURE THAT THE COMPREHENSIVE PLAN REMAINS CURRENT AND RELEVANT AND THAT IT IS REVIEWED PERIODICALLY FOR NEEDED REVISIONS AND AMENDMENTS

- In 2007, when the comprehensive plan is five years old, and again every five years thereafter, appoint a committee of citizens similar to the one that produced this document to review the plan and its implementation and determine whether any revisions or amendments are needed.
- When the review committee determines it to be necessary, undertake a complete rewrite of this comprehensive plan.

The small but bustling trading post on the edge of the American frontier that began its existence as Les Petite Cotes, then became known as San Carlos de Misuri, was incorporated as the City of Saint Charles, Missouri in 1809. Today, almost two centuries later, that river trading post and hunters base has grown into a modern, prosperous city of 60,000 people. It is the county seat of one of the fastest growing counties in the State of Missouri and the United States, and it sits at the crossroads of the nation. It is home to a university, superb school systems, a defense plant, a modern health care complex, and a gaming facility. It contains within its borders quiet, well-kept neighborhoods and busy retail centers. It is blessed with a moderate climate, abundant natural resources, a skilled workforce, and residents that are active and involved in their community. However, it would be a grievous mistake for the City of St. Charles to rest on its strengths, to adopt an attitude that its continued prosperity is assured, that its assets will always carry it through, that the future will take care of itself. As St. Charles prepares to commemorate the 200th anniversary of its incorporation and embark upon its third century as a city, it is a particularly fitting time to look ahead and identify actions the city can take to ensure to the greatest extent possible that its future is as bright and prosperous as its past. The city must plan for its future, define what kind of city it wants to be, and commit to the actions it must take to become such a city. This comprehensive plan attempts to do that. It is a guide, a road map, a set of principles, goals and actions intended to chart the city's future. This plan represents the collective vision of the citizens of St. Charles. It is built on our dreams, our hopes, our desires for the community we call home. And it will help us achieve the future we desire and deserve. The plan charts the course - we need only follow it. Let us begin now.

CITY OF ST. CHARLES COMPREHENSIVE PLAN 2002

Vision Statement:

The City of St. Charles' long-term growth and quality of life shall be guided and determined by these principles:

to preserve and enhance our rich historical heritage;

to maintain and expand the economic vitality of our city and its progressive business environment; and

to develop and promote a strong sense of community spirit.

These principles establish St. Charles as one of America's most liveable communities.

SECTION VII: MAPS

This section contains a set of maps that will help the reader understand and use this comprehensive plan. They illustrate the location of the City of St. Charles in the contexts of the nation, state, region and county. They depict the existing corporate boundary of the city and the city's planning area as defined by the comprehensive plan. They provide a variety of information to the user of this plan, including floodplain areas, regional transportation facilities and the classification of roadways in the city. Most of the maps are specifically referenced in the plan. All have been included here because they contribute information deemed important to the philosophy and purpose of this comprehensive plan. The maps enhance and complete the plan. The reader is urged to consult and use the maps as an integral part of this plan's vision for the future of the City of St. Charles.

It should be noted that these maps are not provided for any legal purpose or site-specific use. More detailed maps are available in the offices of the City of St. Charles Department of Community Development, 200 North Second Street, Suite 303, St. Charles, MO 63301.

LIST OF MAPS

A.	U.S. Map	Page 81
B.	Missouri/Illinois Map	Page 82
C.	Regional Map	Page 83
D.	St. Charles County Corporate Limits Map	Page 84
E.	St. Charles City Boundary Map	Page 85
F.	St. Charles City Ward Map	Page 86
7.	St. Charles Planning Area Map	Page 87
H.	St. Charles Activity Centers Map	Page 88
I.	Regional Transportation Facilities Map	Page 89
J.	Floodplain Map	Page 90
K.	St. Charles Regional Population Map	Page 91
L.	Planned City Road Projects Map	Page 92
M.	Roadways Classification Map	Page 93
N.	Activity Center #5 Map	Page 94

All maps produced by the St. Charles Department of Community Development

Chuck Lovelace, GIS Coordinator